



SPECIAL 007 EDITION Navy News

FEBRUARY 1997 60p



**Ghostly visitor
at Royal Marines
Museum?**

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**On Her
Majesty's
Senior
Service**

centre pages



**A look back
through
Forward's
time tunnel**

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Frigate could feature in filming of latest 007 blockbuster

NAVY STEAMS IN TO HELP JAMES BOND

BOND is back – and for the Royal Navy it could be the biggest Bond yet.

Final preparations are being made before filming can begin on the new 007 blockbuster, currently known simply as "Bond 18".

Details have yet to be finalised, but according to Bond film company Eon Productions the Royal Navy could feature prominently as an integral part of the plot.

Location Manager Richard Sharkey said: "There are likely to be a number of scenes where Bond assists the Navy, or the Navy assists Bond, in foiling the plans of his latest opponent."

Eon has put in a bid with the Ministry of Defence to film, opera-



tional commitments permitting, on a Navy frigate, using the bridge, helicopter flight deck and the use of the ship's boat, and the company is awaiting a final decision.

"Most of the filming we hope to

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Ocean Wave fleet departs

THE OCEAN Wave fleet has sailed on the first leg of a deployment which will take some ships to the other side of the world and will demonstrate Britain's naval capabilities and commitments.

During the seven-and-a-half month venture, some 7,500 people will be working on the 20 or more ships, from frigates to nuclear submarines. Several ships are programmed for the entire deployment, while others join for particular elements.

Exercises will be held with around 20 navies, and visits

to 34 countries are scheduled, including Pakistan, India, Malaysia, South Korea, Thailand, Japan, Vietnam, the Philippines, Australia, New Zealand and South Africa.

The deployment will be commanded by Rear Admiral Alan West, the Commander UK Task Group, embarked in carrier HMS Illustrious. Rear Admiral West said Ocean Wave would show the UK's continuing commitment to the Asia Pacific region, and also give UK industry, both defence and civilian, the chance to prove its worth

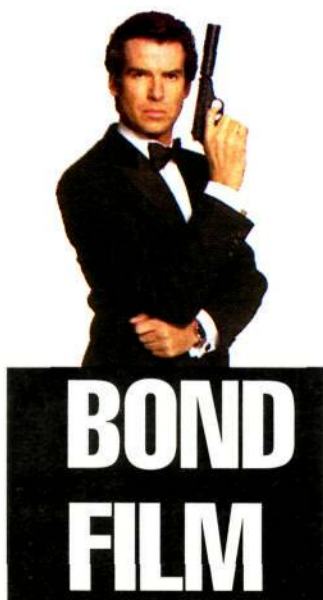
- Turn to page 19, also p15
- Britannia sails – back page



Saluting star

Shooting star and Gladiators host Ulrika Jonsson meets the Navy at the London International Boat Show. More on page 14

**NEXT MONTH: DON'T MISS
THE SPECIAL DOUBLE
PAGE CUT-AWAY DRAWING
OF HMS OCEAN IN OUR
DEVONPORT SUPPLEMENT**



● From front page

do in home waters out of Portsmouth or Plymouth, although that all depends on official approval," said Mr Sharkey.

Members of the Eon team have already carried out a successful reconnaissance mission to Portsmouth Naval Base, where they visited the Type 23 frigate HMS Iron Duke and met some of the ship's company.

If permission is granted, Eon plan to shoot scenes involving the Royal Navy between April and June.

"Bond 18" will be shooting in the United Kingdom, Europe and South East Asia, with a projected world-wide release date of late this year.

The Navy has featured in a number of James Bond adventures in the past – something of a necessity on occasions, as Eon's Bond is a Royal Navy Commander.

□ Commander James Bond, Royal Navy hero – see centre pages.

Royals return offer

FORMER Commandos are being asked to rejoin the Royal Marines to help fill a gap in manpower.

The Corps is under strength by nearly 1,000 men and some who have left in the last five years are receiving letters asking them to return.

The invitation has already been met with a "significant" response.

Changes at the top

NEW Vice Chief of the Defence Staff is to be Admiral Sir Peter Abbott, at present C-in-C Fleet. He succeeds Air Vice Marshal Sir John Willis in the post in October.

The appointment was announced with others including that of Vice Admiral John Brigstocke who will be promoted to succeed Admiral Sir Michael Boyce as Second Sea Lord and C-in-C Naval Home Command in September.

Rear Admiral Jeremy Blackham, Assistant Chief of the Naval Staff, will be promoted to Vice Admiral and will succeed Vice Admiral Jonathan Tod as Deputy Fleet Commander in June. Rear Admiral Peter Franklyn will succeed Admiral Bristocke as Flag Officer Surface Flotilla.

In addition, the promotion to flag rank of five senior officers has been announced (see details in page 36).



● Above: on parade at the last RN LEP Divisions are (from right) LWEM Chan Ho Ming, SA Cheung Vernon, MEM Lai Ting Wok and MEM Ling Yik Lung.

● Right: Commodore Peter Melson enjoys a joke with HMS Tamar's most famous celebrity – Mrs Ng Muk-kah, BEM, known to generations of sailors in Hong Kong as 'Jenny Side Party'. For over 60 years she has run a party of Chinese women who specialise in painting visiting ships.

Last parade for Hong Kong LEPs

'They gave their all'

HONG KONG's Chinese sailors took part in Royal Navy Divisions at HMS Tamar for the last time – an emotional occasion watched by hundreds of families, friends and former naval servicemen.

It was a final opportunity for the ships companies of Tamar and the patrol craft Peacock and Plover to applaud the hard work and loyalty of the Locally Enlisted Personnel (LEP) over the years.

Taking the salute at Stonecutters Island was Chief of Staff and Senior Naval Officer Commodore Peter Melson who spoke of the long and distinguished history of Chinese sailors who served in ships of the Royal Navy since 1842 and praised their bravery – particularly during World War II.

"They gave their all, and their professionalism

and skills easily matched those of their British counterparts. They were valued members of every ship's company.

"Those Far Eastern wars and confrontations could not have been won without you. None of us who are old enough to remember will ever forget the part you played."

Commanding Officer of HMS Tamar Cdr Ross Thoburn – now Executive Officer in HMS Fearless – spoke to each of the LEPs individually and added: "You rose to each challenge and you never failed to give me all your support, both ashore and at sea. I shall sorely miss your loyalty and dedication."

The British Garrison also opened its doors to the public for the last time when over 45,000 flocked to the island for a two-day event to raise nearly \$1.5m for the Locally Enlisted Personnel Trust, a charity established by the British Forces to provide funds for any who may find themselves in need following

its departure.

Ships, helicopters, assault craft and lions and dragons featured in a succession of spectacular action displays. In the basin at Tamar Fast Pursuit Craft demonstrated their anti-smuggling capabilities in a staged speedboat chase.

● Last month a time capsule laid to commemorate the laying of the foundation stone of the dockyard in 1902 was opened by Commodore Melson's wife Janet – using the same ceremonial silver trowel used to bury it by the wife of Commodore Francis Powell 95 years earlier to the day. It was found to contain copies of local newspapers – which carried reports of immigration rackets. These, together with what is thought to be an original chart of the dockyard extension now too badly worn to be readable, are to be presented to the Lei Yue Mun Museum, which is housed in a former British barracks.



Random drug testing from April 1

RANDOM compulsory drug testing (CDT) will be introduced for the Royal Navy and Royal Marines from April 1.

The move follows a successful programme introduced by the Army two years ago, immediately following Armed Forces Minister Nicholas Soames' announcement of arrangements to introduce compulsory testing into the Armed Forces.

Since then the Navy has conducted its own trials and believes that the deterrent effect of random tests will enhance and strengthen its existing strategy to combat drug misuse – a longstanding, comprehensive education programme coupled with a policy of zero tolerance.

Convicted drug misusers are normally dismissed the Service via a custodial sentence.

"There is already a groundswell of opinion at all levels within the Royal Navy in favour of the early introduction of random testing – because the potential dangers of working and living with drug misusers is widely recognised and understood," a spokesman at the Office of the Second Sea Lord told *Navy News*.

"The misuse of drugs is incompatible with Service life, where the safety of many depends on the reliability of each and every member of the team."

"Similar anti-drug policies have been adopted by some commercial organisations, notably some airlines, rail operators and shipping companies."

The Navy CDT team will combine with the existing Army team to draw on their experience. Ships, shore establishments and commandos will be visited unannounced and a percentage of unit personnel randomly selected by computer for testing.

Disciplinary offence

Refusal to provide a urine sample will be a disciplinary offence and personnel who test positive will normally be discharged from the Service.

National drugs surveys have lately reported large rises in teenage drug experimentation over the past decade with worrying predictions for the future.

Flagship is an education, says Trust

FLAGSHIP Portsmouth's educational services in the Historic Dockyard have won it a prestigious national award.

The Heritage Education Trust has accorded it its highest honour, the Sandford Award – and asked it to host its national presentation ceremony next month.

The Trust praised Flagship's liaison with local education authorities and teachers and the imaginative way in which it exploited the full educational potential of the site.

Naafi fortunes on the upturn

NAAFI boosted turnover by £11.4m to £411m despite a turbulent trading year which saw further cuts in the numbers of its prime customers.

Despite the strong trading performance, however, the corporation has declared an overall loss of £5.1m in the year ended 27 April 1996.

Since the beginning of the current financial year there has been an improvement in Naafi's fortunes, though.

The introduction of a new senior management team, led by Geoffrey Dart on secondment from Marks & Spencer, has moved Naafi from a loss making position to a profit making one.

The half year management accounts, which are unaudited, show a profit of £0.7m compared to a £3.1m loss for the same period in the last financial year.

"This achievement has been made possible by an upturn in trading and much greater control on costs," a Naafi spokesperson told *Navy News*.

"Sustaining this change is the immediate task of the Naafi Board of Management, which is confident it can achieve its ultimate goal - to provide a world class, value for money service to the Armed Forces."

High tech training centre opens

STATE of the art PCs and CD Roms, inter-active videos and other computer based training formats are on offer at a new 'Interactive Learning Facility' now on stream at Portsmouth.

Second Sea Lord Admiral Sir Michael Boyce opened the centre at his School of Management in the Naval Base.

"It will ensure that staff at all levels are able to receive the highest quality training when and where they need it, he said.

"This will further enhance the standard and availability of training in the Portsmouth area."



Norfolk sails to the Falklands

HMS NORFOLK left Devonport last month at the start of a seven month deployment to the South Atlantic.

She will patrol the Falkland Islands, support the garrison in South Georgia, conduct tri-service operations and monitor the Falklands and South Georgia fishing areas.

En route, the Type 23 frigate was due to visit Rio de Janeiro. She will later call at Montevideo and on the return journey visit Peru, Mexico, San Francisco and the British Virgin Islands.

● Commodore Alexander Backus has handed over command of the British Forces Falkland Islands to Brig I.D.S. Campbell. See also page 15.

A health to Collingwood

PORTSMOUTH Health Care Trust presented HMS Collingwood, the Royal Navy electrical engineering school at Fareham, Hants, with a Healthy Workplace Award, recognising its care for the health and welfare of its staff.

'Put KGFS first' message to all seafarers

AFTER the launch of the Year of the Seafarer last month First Sea Lord Admiral Sir Jock Slater sent out a personal message of support to the Fleet:

"The Royal Navy and Royal Marines and all maritime organisations and charities which have an interest in the sea and the welfare of seafarers and their dependants will be seeking to take advantage of this opportunity to raise their profile around the country.

"King George's Fund for Sailors is taking the lead to promote the year and to mount a major drive to raise funds on behalf of the nautical charities. KGFS is our principal charity, and is the only charity that ensures that funds are available to help our people, officers, ratings and other ranks and their dependants past and present should they fall on hard times.

"Without KGFS's financial support the RNBT, WRNSBT, RN and RM Children's Trust and many other naval charities would not be able to carry out the work they do, year after year.

"The Year of the Seafarer is a splendid initiative which I commend to you all. I hope all ships, establishments and Royal Marines units will support the Year and KGFS in any way they can - and in particular to put KGFS first when raising funds or making a charitable donation.

"Remember, it may be you or your families who need their help in the years ahead."

● The London launch of the

Year of the Seafarer was held on board HQS Wellington, the Livery Hall of the Honourable Company of Master Mariners moored on the Thames at Victoria Embankment. The sloop HMS Wellington was built at Devonport in 1934, served in the North Atlantic on convoy escort duties during World War II and arrived at her present berth following conversion at Chatham in 1948.

Bromley salutes its ships

FORMER crew of five wartime ships adopted by towns during Warships Week in 1942 were invited to a reception at Bromley Museum.

They had helped prepare its Ships of the Borough exhibition, showing at the museum at Church Hill, Orpington until February 14.

Also attending were members of the Bromley RNA, Orpington Sea Cadets and Beckenham and Penge Sea Cadets, whose unit TS Sikh is named after one of the ships adopted by Beckenham.

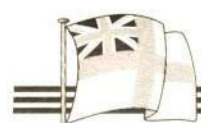
The museum is open daily from 1-5p.m. and from 10a.m.-5p.m. on Saturdays.

Waving goodbye to the White Whale

THE 'WHITE Whale' left for her last world cruise last month - the luxury liner Canberra, which operated as a troop carrier and hospital ship in the Falklands War, retires this year after a final voyage around the Mediterranean and Baltic in September.

The 35-year-old P&O vessel is seen here on her return to Southampton on 11 July 1982, carrying the bulk of 3 Commando Brigade.





Drafty... Naval Service Casualty Co-ordination



Who will be the first to know?

MANY casualty signals from the Fleet show different next of kin (NOK) or additional nominee (ADNOM) details from those recorded in the Naval Service Casualty Co-ordination Centre (NSCCC).

The difference is mainly due to individuals who do not think about their NOK nominations until they are ill or injured and are asked who should be told.

In the event of an unconscious or even dead casualty this is too late and the result is a delay in informing the next of kin. Ensuring your NOK/ADNOM details are always up-to-date is your responsibility!

NOK information is stored on the NMMIS computer and also on a standby system in the event of a NMMIS breakdown.

It is available to the NPES and KINFIRMING organisations 24 hours a day, 365 days of the year, to assist when necessary in contacting families, NOK and ADNOM. All information is held in the strictest confidence and is only released to authorised enquirers.

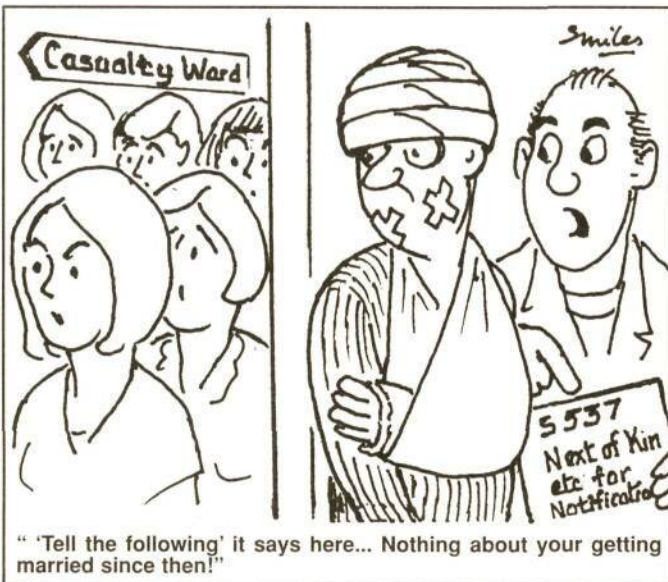
Emergencies

The NSCCC is on standby for activation in the event of an emergency such as a disaster at sea, terrorist attack, nuclear incident, traffic accident involving the Royal Navy, Royal Marines, or attached personnel, which might result in casualties and where units require assistance in informing NOK and ADNOM.

The NSCCC liaises with the regional casualty action cells (CAC) at HMS Drake, HMS Nelson, HMS Neptune and a number of SubCACs, to organise KINFIRMING by a personal visit.

The Naval Enquiry Cell (NEC) of the NSCCC provides a central telephone link between the Service and families enquiring after possible casualties; the telephone number of the NEC is released to the media as soon as possible after an incident.

The NEC is manned by civilian and Service volunteers from within Centurion, backed by padres and Family Service personnel.



In the event of a major ship disaster, it is essential that the NSCCC is aware of exactly who is on board. The Souls on Board (SOB) desk of the NSCCC liaises with ships, submarines, aircraft, Naval Parties and deployed Royal Marines units, who have been ordered on to 'positive SOB reporting' by their operational control authority.

This ensures that an accurate nominal list, called the SOB list, is available to the NSCCC. The SOB list, together with information from the scene of the incident, NOK data held on the NMMIS computer and any NOK information updated via calls to the NEC is co-ordinated to provide next of kin with the most accurate information as soon as possible after it has been confirmed that someone is involved in an incident.

Changes ahead

Already introduced for several ships and all submarines, positive SOB reporting is soon to become compulsory for all ships, aircraft, Naval Parties and deployed RM units. Details will be published in an RN temporary memorandum.

NOK informing can only be achieved if personnel keep ALL details on the NOK form up to date. Please also ensure that persons nominated are aware of their responsibilities, particularly if they are additional nominees with a responsibility to inform the NOK.

Whilst updating NOK and ADNOM information on the Casualty Notification Return and Legal Next of Kin Declaration Form (RN Form S537) consideration should also be given by members of the RN and RM Dependents Fund, to updating the relevant sections of Form C136.

Wills

Form S537 is not a will. The following methods of making a will are available to Service personnel:

- by drawing up a will with expert legal advice

- by using one of the commercially available printed forms

- by using MOD Form 106 (Form of Will) (Ratings/Other Ranks only).

- by writing a simple will on a piece of paper

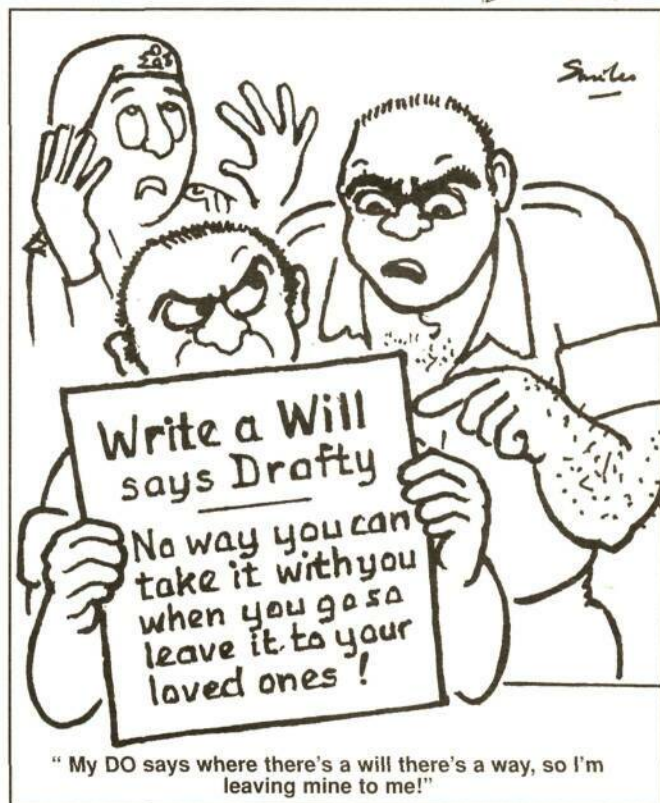
- In exceptional circumstances, usually during wartime, by making an informal, unwitnessed will, although in the interests of their beneficiaries, personnel should make a properly authorised will at the earliest opportunity.

Guidance of wills can be found in QRRN Chapter 55 or Royal Navy Casualty Procedures BR 8886 Chapter 15. For further assistance with NOK forms or wills, personnel should contact their UPO.

Detailed information about the casualty reporting organisation is also contained in BR 8886. For Royal Marines it should be read in conjunction with Royal Marines Casualty Instructions BR 8741, until incorporation with BR 8886.

Personnel responsible for, or involved in, SOB reporting, casualty action cells, casualty reporting or in giving advice on the completion of NOK forms are welcome to visit the NSCCC briefings by arrangement. The NSCCC permanent staff will also be pleased to help with any telephone enquiries.

The OIC of the NSCCC and Casualty Reporting Officer (CASREPO) is Lt Cdr Ken Baker and day-to-day responsibility for the NSCCC lies with the NSCCC Manager, WO2 Paul Heyworth RM and his team.



THE TEAM

CASREPO..... Lt Cdr Ken Baker 2570
 Manager..... WO2 Paul Heyworth RM 2153
 Training Manager..... Mrs Lyn Deane 2623
 SOB Manager..... RPO Dave Farrington 2755
 Asst SOB..... Mr Steve Scott 2730
 NOK Enquiries....Mrs Fiona Bloomfield 2754
 NOK Enquiries..... Mrs Sue Holder 2753

The office can be contacted out of normal working hours through Centurion MSO on Centurion ext: 2333 or BT 01705 702333/510554.

Testing time for Sutherland on first voyage from Yarrow

HMS SUTHERLAND has set sail on her first voyage from Yarrow Shipbuilders Ltd.

The Duke-class Type 23 frigate sailed out of the Clyde and successfully completed an extensive range of contractor sea trials which lasted for nine days.

During the sea trials, HMS Sutherland's sponsor, Lady Christina Walmsley, visited the ship to see how well she was performing.

The trials included extensive tests on the ship's propulsion system and the firing of her 4.5 in gun.

Lady Walmsley, wife of Vice Admiral Sir Robert Walmsley, was accompanied throughout her visit by Yarrow Shipbuilder's Managing Director, Mr Murray Easton.

She said: "It was a wonderful opportunity to see HMS Sutherland at sea and I am very impressed with the progress she has made since I last saw her at Yarrow's."

But the busy trials period was not all work and no play -- a number of fund raising events, including a race night, were held and more than £300 was collected for charity.



● HMS Sutherland, the Royal Navy's newest Duke Class Type 23 frigate, sets sail on the Clyde on her first voyage from Yarrow Shipbuilders Ltd.

The ship successfully completed a nine-day programme of contractor sea trials which included extensive tests on her propulsion system and the firing of her 4.5 in gun.

HMS Sutherland was launched on March 9 last year and is due for delivery in April 1997 after a comprehensive fitting out period at Yarrow's. Picture: LA (PHOT) Adrian Hughes

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Back in business

THE SHIP'S company of HMS Manchester have a busy time ahead – reflecting the bees on the ship's badge, a reference to the industry and endeavour of the city whose name she takes.

The air defence ship, the first of the Batch 3 "stretched" Type 42s, has been in a DED (Docking and Essential Defect) period between October 1996 and last month, covering everything from the hull to machinery.

During the period, some 1,500 separate welding jobs were carried out, and 400 square feet of plating was renewed.

The powerful Olympus and Tyne engines were inspected and overhauled, as were the four diesel generators, and the controllable pitch propeller system, which allows the ship to move ahead and astern without changing the direction of rotation of the shafts, was stripped and overhauled in dry dock.

Communication systems, sensors and weapons were also worked on, with maintenance of the main 4.5 inch Mark 8 gun – effective against air and surface targets, as well as shore bombardment – and the four BMARC 20mm GAM-BO1s being included in the programme.

Threats

Once the ship's company has proved its capabilities during the often-hecky Basic Operational Sea Training, out of Devonport, the destroyer will be back in business.

Type 42 destroyers form the core of the Royal Navy's anti-air warfare forces, although they are also well-equipped to deal with surface and sub-surface threats, using active sonar sets.

Her main armament is the Sea Dart missile, fired from a twin-platform launcher and guided to its target by Marconi Type 909 Fire Control radar.

Against incoming missiles Manchester can deploy Phalanx, a weapon firing some 3,000 rounds per minute over a range of about 1.5km.

In combat, the ship is fought from the Operations Room, where the main computer gathers data



● Full-stretch – HMS Manchester, the first of the elongated Batch 3 Type 42 destroyers

from the ship's sensors and allows the commanding officer and his command team to use the ship most effectively to protect the surrounding fleet.

Adding to the ship's capabilities is Manchester's Lynx helicopter, which boosts the radar range and carries its own threat in the Sea Skua air-to-surface guided missile or anti-submarine homing torpedoes.

Stretched versions of the Type

42, like Manchester, benefit from better seakeeping qualities and greater endurance than their earlier sisters, and like all Type 42s Manchester features two pairs of stabilisers.

Some 300 officers and ratings live on board the ship, split between the four main departments – Operations, Supply and Secretariat, Weapons Engineering and Marine Engineering.

Although not as spacious as the

more modern frigates, the ship – part of the Fifth Destroyer Squadron, based in Portsmouth – is air-conditioned, has an efficient galley, and members of the ship's company can stock up with items from the NAAFI canteen.

For recreational purposes films, television and a small but well-stocked library are available, and there is fitness equipment for members of the ship's company who feel the need for extra activity.

Third of her line

THE PRESENT destroyer is the third ship to bear the name HMS Manchester.

The first was a hired vessel which was used as a store ship at the end of the Napoleonic Wars in 1814 and 1815.

The second was a 9,400-ton Southampton-class cruiser which was launched in 1937 on the Tyne.

She was a powerful ship, equipped with four triple-barrel turrets of six-inch guns, and could steam as fast as her modern-day counterpart.

She was also one of the first ships to be fitted with RDF, an early version of radar, and carried a Walrus seaplane.

During the Second World War, HMS Manchester saw service in the Norwegian campaign, at the Battle of Spartivento against an Italian cruiser squadron, and in the Arctic and Malta convoys of 1941 and 1942.

She was torpedoed and sunk by a German E-boat off Tunisia on August 13, 1942, although she managed to sink one of her attackers. 152 died in the incident, and another 145 of her company of 700 were rescued by Allied ships.

The remaining 403 were interned in France.

To order postcards of the 'Ships of the Royal Navy' series please see the advertisement on page 8

Battle honours

Norway.....	1940
Spartivento.....	1940
Arctic.....	1942
Malta Convoys.....	1941-1942
Persian Gulf.....	1991

Facts and figures

Class: Type 42 guided missile destroyer

Pennant number: D95

Builder: Vickers Shipbuilding and Engineering, Barrow

Launched: November 24, 1980

Commissioned: December 16, 1982

Displacement: 3,880 tonnes

Length: 141.2 metres

Beam: 15.2 metres

Draught: 5.8 metres

Ship's company: 303 (26 officers)

Machinery: Two Rolls-Royce Olympus TM3B marine gas turbines (25,000 shp each); two Rolls-Royce Tyne RM1C marine gas turbines (5,300 shp each); COGOG configuration to drive two controllable-pitch propellers

Speed: In excess of 30 knots

Range: 4,000 miles at 18 knots

Armaments: British Aerospace Sea Dart sea to air missiles; Vickers 4.5 inch Mark 8 gun; four BMARC 20mm GAM-BO1 guns; two General Electric/General Dynamic Vulcan Phalanx Mk15s; Marconi Stingray torpedoes launched from two triple-barrel tubes

Aircraft: One Westland Lynx helicopter, firing air-to-surface Sea Skua missiles

Radars: Marconi/Signaal Type 1022 air-search; Plessey Type 996 air/surface search; Kelvin Hughes Type 1006/1007 navigation; I-band; two Marconi Type 909(1) fire control.

Countermeasures: Outfit DLB; four Sea Gnat six-barrel launchers; Graseby Type 182; towed torpedo decoy; ESM: MEL UAA-2; intercept; ECM: Type 675(2) jammer

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College of the Sea student

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Letters

Hidden depths

SO, after all these years we are now going to lose our "Buff Funnel" line. When I served in HMS Egeria back in the early 1960s, whenever we went ashore there were always people curious to know whether we were, in fact, part of Britain's fighting Navy.

"Can't see any guns on your boat," I remember one rather tidily lady holidaymaker calling out to me and my oppo while we were scrubbing decks one morning at Great Yarmouth.

"You'll have to excuse her, Jack," her husband added. "I've told her these special torpedo boats have their tubes below the water line so no-one can see them!" - **D.Ballands**, Bishops Stortford.

It costs to talk

MY husband is currently on deployment in the Falkland Islands and is not due to return home until the end of March.

I was horrified to discover that it costs him £10 for a phone card which only lasts seven minutes - and even more so to discover that to phone me from Montevideo had cost him £25 for about ten minutes.

I can appreciate the distance that is being covered, but would have thought that special provision would have been made for servicemen and women serving in the Falklands.

Surely a special rate could be arranged, because, let's face it, phone calls are the only thing they have to look forward to. - **C.L.Derland**, Gosport.

Breakfasts an unhealthy option for change?

I AM most distressed at the proposal to serve only continental breakfasts for two days of the week at HMS Nelson (Newsview, November).

To someone who pays almost £3 a day for food, it seems totally outrageous that the removal of all substantial hot food at these times is accompanied by no reduction in charges.

I am not convinced that the addition of croissants to the previously available toast and (limited choice of) cereals is financially equivalent to what is being lost.

Any reasoning supported by the "health advantages" is negated by the fact that healthy options of toast and cereals have always been available.

I also consider that those of us with physically demanding jobs, those who work outside in the bitter cold and watchkeepers to whom this meal is supper after a long day, all require hot, traditional food.

The argument that the calorific value of continental breakfast is sufficient is irrelevant. This is a poor measure of food content and does not consider the essential fats, carbohydrates and proteins available from hot meats, eggs and vegetables.

Furthermore, despite any health or financial arguments, this removal of choice is yet another reduction in conditions of service in these days of a seemingly constant battle against cutbacks.

It will be seen (rightly or not) by those whose morale it dents as being driven by financial gain to

the supply department with no regard to morale, despite the transparent cover of healthy 'options'. - **CPO M.P.O'Donoghue**, HMS Nelson.

Skeleton crew

REGARDING your article on Radio Control Boats (January issue) your correspondent was quite wrong in saying they were unmanned.

I was with RCB8202 in 1952-54 and we had a crew consisting of a midshipman as captain, one ERA, one Leading Seaman Coxn, two stokers and two ABs.

We had no water on board and no cooking facilities and we were not allowed to stay at sea overnight.

The boat was radio controlled, but that only happened when aircraft or surface ships used us as a target for practice firings.

We had to get back on board if it was hit and put out the fires by pulling a lever on the bridge which released CO2 gas throughout the boat. - **W.Penkethman**, Bedhampton.

Franklin unmarked

NEXT June 11 is the 150th anniversary of the death of Arctic explorer Sir John Franklin and I would like to know if the Royal Navy (or anyone else for that matter) intends to mark the occasion in any way.

I'm interested because I've travelled part of the route taken by Franklin down Peel Strait towards King William Island - **D.Mullington**, Nepean, Ontario. *Not that I know of - Ed.*

Dragon slayer

Regarding your article on Aggie Weston, I have a framed certificate of the Royal Naval Temperance Society from 1913 reading: "I pledge my word of honour, God helping me, to abstain from all intoxicating drinks and to stop my grog." In the background is an illustration of St George slaying the dragon. - **W.Capeed**, Colne.

REGARDING HMS Seraph and 'The Man Who Never Was' your readers may be interested to know that part of this submarine carried on at sea with the RN for some time after she went for scrap.

The Americans may have the periscope, but on HMS Leopard we acquired the 'heel indicator'.

It was fitted in our engine control room and of course was far too sensitive for a surface ship to make any reasonable use of. On its first trip to sea the bubble kept disappearing out of the view area.

The PO of the watch, on seeing this happen, sent the young M(E) watchkeeper to the engineer's stores to order a pile of bubbles. The engineer was not amused. - **A.Meikle**, Camberley.

Reindeer party

I HAVE heard a few strange pipes in my time but these two take some beating.

In HMS Kent I well remember "Fall in reindeer exercise party, starboard quarter deck".

We were carrying a cargo of so many reindeer as a gift from Stalin to Churchill. What a pitiful sight they were whenever we ran into heavy weather.

Also: "For the benefit of down below personnel, the sun is now shining on our starboard quarter."

This marks our first sighting for about two months - I think it was as we approached either Bear Island or the Lofotens. - **J.Mitchell**, Leven, E.Yorks.

Intrepid incident

THE NYON Patrols during the Spanish Civil War were full of incidents, many of which were never published.

I was serving in the destroyer HMS Intrepid when we were called to intercept the Franco cruiser Canarias which had captured the British cargo ship Stangate.

We escorted her to safety and then, about two nights later three torpedoes were fired at us which went harmlessly under the ship.

Action stations and depth charges followed and on arrival at Palma next day an inquiry was held in HMS Hood.

Neither the incident itself nor the findings of this inquiry were ever made known. - **P.R.Tranter**, Bromsgrove.

Coronation year bonus

I SEE that a bonus of £3,000 is on offer for ratings to remain in the Service for a minimum of three years.

In 1953, the year I left the Service having completed my seven years Special Service, I, along with others, was offered £1,000 to remain instead of taking the five years in the Reserve.

In those days £1,000 could purchase a terraced property outright, pay solicitors' fees etc and partly furnish it. I refused the offer and bought a similar property on a mortgage.

In comparison, the offer these days is, to say the least, derisory. - **W.H.Bennett**, Malvern.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

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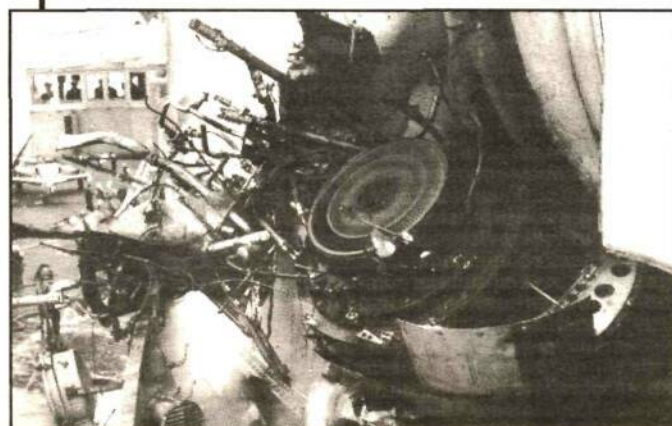
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Funnel vision of lucky flier



REFERENCE the Wyvern which crashed on HMS Eagle (December issue), it was not from 813 Sqn as stated, but from 827 Sqn.

The pilot was Lt Jarret who survived the crash. I was a Leading Airman (Aframes) on 827 at the time. This picture shows the aircraft's engine stuck in the carrier's funnel. - **C.H.Foster**, Sunderland



● One of our readers has memories of picking oakum in HMS Ocean in 1952. The carrier is seen in the Yellow Sea that year, when her aircraft attacked targets in North West Korea.

We tore the tarry rope to shreds
With blunt and bleeding nails . . .
— Oscar Wilde

The Ballad of Reading Gaol
Wilde's most famous poem –
and his last literary work –
was written at Berneval,
France in 1897 after his
release from two years hard
labour. Around this time he
also wrote two remarkable let-
ters on the need for prison
reform to the *Daily Chronicle*.
The inquiry by D.Bull on the
picking of oakum as a naval
punishment last month pro-
duced a spate of letters, a
selection of which is given
here.

Picking up on a painful punishment

WHAT a sad state of affairs if indeed the Chief Judge Advocate's Office and the Head of Historical Records at the National Maritime Museum are unable to remember back a paltry 30 years – when picking oakum finally disappeared from the Punishment List.

Under the Naval Discipline Act of 1957 No 5 Punishment was Cell Punishment whereby, under Warrant, an offender could be confined for up to 14 days in a cell on board.

An integral part of the daily routine was a task of picking oakum. I'm unable to recall the particularly arduous routine in any great detail, but the last time I saw it in use was at RN Air Station Culdrose in 1961 when I was a member of the Regulating Staff there.

I do remember that it meant daily picking 1lb of tarred hemp or 2lb of tarred sisal. The "task" had to be weighed carefully on issue and again when completed – to prevent the prisoner eating any.

When issued it came in the form of a length of rope and when completed it was a huge ball of loose fibre, having made fingers raw in the process.

Why was it necessary to prevent the eating of it? The daily diet was sparse, but hardly starvation rations. It consisted of 8oz fresh vegetables, 8oz biscuit, 2oz porridge, plus small amounts of tea, sugar and cocoa. But water was unlimited and if the prisoner ate the oakum and drank enough water it would make him sick and he would be taken out of cells.

Although I last saw this punishment in operation in 1961 it was not until 1967 that it was finally abolished from the List. — G.Toghill, Bridgwater.

IN 1965 while serving with S/M4 I was in the wrong place at the wrong time which culminated in a 14-day jolly to the RAN cells in HMAS Penguin.

After about 10 days of absolute boredom a particularly nauseating RPO appeared in my cell with an armful of old cordage and told me to start picking.

That evening the Jaunty was duty officer. When he entered my cell he asked who had told

me to pick oakum, the RPO duly piped up – and the look on his face when the Jaunty told him what to do with it made my day. Luckily I completed my time before his duty came round again.

I understood that the RPO was within his rights, but the Jaunty did not allow it in his cells. — D.F.Palmer, Peacehaven.

WHILE awaiting passage to the UK from Singapore in January 1953 after a two-and-a-half year commission I was detailed off as a cell sentry at the main gate of HMS Terror.

One of my duties each morning was chopping 8-10 inch lengths of tarred hemp and allocating 2lb to each of the prisoners for picking.

The result was that at the end of the day, if the man hadn't contained his "pickings", the cell would appear to be full of the stuff. I don't think we bothered to weigh the end product – although we had been told that in the past prisoners had hidden sticks of hemp through a hole in the ceiling and that over a period of time the cumulative weight resulted in its collapse! — W.R.Tindall, Saltash.

IN 1952 I took passage in the carrier HMS Ocean, having been awarded ten days cells for being AWOL. Each day two pounds of oakum was weighed out by the crusher, which I had to pick before lights out, otherwise no blanket.

Fortunately for me it wasn't weighed again on completion, so I was able to dispose of one or two lengths in the punka louver ducts – no doubt some dockyard matey found them when the ship was broken up.

The oakum was picked while dressed in No 6 whites without collar, so that the tar showed everywhere. — J.Trueaman, Belper.

WHEN I was an artificer apprentice in HMS Caledonia in 1953 I was awarded seven days cells for persistently being AWOL. I served the sentence in the colony class cruiser HMS Nigeria.

The daily routine was to remove bedding from the cell, scrub out – and then receive 6lb of oakum to pick. As far as I remember the rope was in 11 inch lengths to pre-

vent it being used as a noose in case suicide was contemplated. Each length consisted of 32 strands which was teased out into the loose oakum used for repairing the seams in wooden decks. — G.H.Holden, Plympton.

I PICKED oakum while serving five days in cells on board the submarine depot ship HMS Montclare in February 1952.

Seven short lengths of three-inch tarred hemp weighing in excess of two pounds were issued and what was not completed on the specified day was added to the next day's task. Any left at the end of the sentence had to be picked before release.

Once picked it was weighed at the end of each day and then ditched over the side. The task took about ten hours to complete, starting at 0700, with one stop for lunch or exercise after the third day. I did not see oakum picked in any ship I served in later. — W.Thompson, Hartlepool.

I WAS a Regulating PO employed in the Cell Establishment at Devenport in 1952-53 when it was used for trial and remand prisoners and prisoners undergoing cell punishment.

The latter was awarded to ratings below Leading Rate and was a Warrant punishment for a serious offence which did not merit DQs or dismissal from the Service.

The cells were quite large, furniture consisting of a wooden bed board and a shelf type piece of wood to sit upon.

Lighting was a 60 watt bulb fixed into a socket of an electrical conduit fitting built into a small square hole which served two adjacent cells. The glass used to illuminate the cell and prevent the inmate from breaking it was specially thick with wire mesh built into it – providing light totally inadequate for the inmate to work or to read his bible by.

Conditions were primitive then – I spent 26 years in the Prison Service after leaving the RN and I never saw any prisoners subjected to the awful cell conditions Naval ratings endured.

Naval punishments were archaic, the Naval Discipline Act too harsh and totally out of date. — R.Smith, Grimsby.

Letters

Ex-Tif predicts retention crisis

THE SERIOUS proposal that the Artificer structure should in the future be based on the Petty Officer level and not on the Chief Petty Officer level as at present and the news that Artificer Apprentices for the first time ever are to be downgraded to be dressed in square rig has left me wondering whether there could have been two changes more likely to depress serving Artificers, to make retention that much more difficult and to work against recruiting; this in a manpower area where neither was ever buoyant.

The Artificer Branch, if one might loosely call it that, has never fitted well into the rating military structure and were it not for the absolute necessity of the skill and knowledge of its members to keep the equipment side of the Navy available, and in many areas operating it as well, Artificers might well have been phased out years ago in the interests of a more uniform structure.

De-enrichment in seeking to have mechanics or others take on functions formerly performed by Artificers is without doubt very necessary to reduce the numbers of highly trained Artificers needed and therefore to be recruited and retained.

With more reliable equipment and more repair by replacement no doubt this de-enrichment can be achieved to a much greater extent in the future than formerly.

However, any hope there may be by the manning side of the MOD that it will be possible to recruit and retain people of the intelligence and worth required to be Artificers, but in a structure based on serving as a Petty Officer for an extended period, could well, I predict, prove to be a fallacy.

It is not only a question of money but also of status. The change into square rig will have quite an effect on the perception as to what Artificer Apprentices are – and what a change from the outlook that introduced gilt buttons for apprentices in 1956.

In the Apprentice Training Establishments, certainly in Caledonia, apprentices were regarded not so much as junior rates but more as Chief Petty Officers-to-be under training, not only in their lengthy academic, professional and craft training but also in their character development.

They were treated not better or worse than junior rates, but differently and were expected to see them-

selves differently, too.

It was not so long ago, by the way, that Artificers 5th (later 3rd) Class (Leading Hand) lived in the Petty Officers Mess. Had young officers at Dartmouth been put into square rig the change could not have been a greater shock to some and herald no less a perceived change in status to others.

Perhaps this apparent drift downwards is an indication of the lack of any real support the Artificer Branch has outside itself. Certainly any support in the MOD for the views and aspirations of the Artificer Branch has always seemed, on the whole, lukewarm at best, possibly because Artificers simply do not exist in the seamen world.

In any event, the result has been, for instance, that any move to introduce the WO2 rate for Chief Artificers (a common sense reflection of the Artificer structure) has got nowhere as has any argument that their pensions should reflect their higher rates of pay.

Having entered as an Apprentice, served as a Divisional Officer at Caledonia, commanded at Caledonia in its closing year and with my success at sea having depended, amongst other things, on the ability and dedication of Artificers, I am clearly likely to be biased.

However, if Artificers are to continue to be a vital part of Naval manpower – and I cannot believe that they will not be required, even though perhaps at very reduced numbers – then someone at MOD level needs effectively to have their overall well-being at heart or a highly technical navy will find itself again in a few years time desperately searching for ideas for dealing with an Artificer retention crisis. And one of the MOD's own making! — Capt J.J.Price, RN (Retd), Havant.

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New strategy to boost warships' Green image

AN ENVIRONMENTAL strategy is being developed by the Royal Navy, one of its aims being to improve the waste management capability of major surface ships and Royal Fleet Auxiliaries.

By the end of this year the Service will have drawn up an environmental management strategy which will be progressively implemented mainly through state-of-the-art waste disposal equipment in new and existing

ships over the next eight years.

Some of the equipment may not, however, be fitted into Type 42 destroyers – ships whose design does not easily allow the installation and which have a limited lifespan into the next century.

To be compliant with sewage regulations, Type 42s have a number of options available depending on where in the world the ship is. Sewage can be disposed of in its raw state once the ship is 12 nautical miles out at

sea, other than in 'special areas.'

To meet the conditions of the Defence Secretary's policy on the environment, the Fleet will also develop a programme of training so that all personnel understand and can meet their legal responsibilities.

New building programmes and equipment projects will be the subject of Environmental Impact Analyses with the aim of minimising their effect on the environment.

A spokesperson for the Navy's

Chief Environmental and Safety Officer, said all personnel were required to pay proper attention to the environmental implications of their actions at home and abroad.

"The Naval Service has a special role to play in preserving and protecting the natural environment, as the specific maritime dimension of its duties place it in a position of particular responsibility in limiting the detrimental effect of Man on the coastline, oceans, the atmosphere and climate,

and the biosphere."

All personnel were to act in compliance with the best practicable environmental option, and to dispose of effluent, waste, controlled substances or energy which could have a bad effect on the environment, by the best available technique not entailing excessive cost.

The only exceptions were when compliance put at risk the safety of personnel, ships or aircraft – and in the event of war.

UK to host NATO's Reserves congress

BRITAIN is to host the 50th anniversary congress of the Confederation of Inter Allied Reserve Officers next year.

Created in 1948, the Confederation is recognised by NATO as an important forum which contributes to the readiness of the Reserve Forces of the Alliance.

Member nations take it in turn to host the annual congress, which last met in the UK in 1988. Next year it will be held at the Brighton Conference Centre on July 12-18 where attendance is expected to be 1,000.

Besides working sessions, the event includes a young officers' workshop, a military competition at Aldershot, a medical symposium and a Reserves Display.

More information is available from Cdr R. T. Govan RN, DN Reserves (tel HMNB Portsmouth ext 27718). DCI JS 128/96

£1 million offer to the right Forces project

BIDS ARE being invited to take up a £1 million award for a tri-Service project that will benefit Forces families. The offer, by the Nuffield Trust, has been made to celebrate the charity's 60th anniversary in October, 1999.

In offering the one-off anniversary grant for the benefit of Service families as a whole, the Trust has deliberately broken with tradition.

Normally it funds sports facilities of direct benefit to Service per-

sonnel, such as the mobile grandstand at the Navy's playing fields in Portsmouth. Secretary to the Trustees, Brigadier Richard Elliot, said the decision to relax usual guidelines was made in consideration of the pressures that Armed Forces cutbacks and reorganisation

have had on Service families.

The chosen project will have a welfare and recreation emphasis rather than be purely sports centred. It will not be for a facility which, in the view of the Trustees, should be provided by the Government.

Though the Trustees have calculated that the size of the grant should meet the entire cost of a project, they have no objections to the money being used in conjunction with other funding. Nor would they make hard and fast rules about a site already owned by the Ministry of Defence if that was a way of getting the best value for money.

Super Grants

Final selection of a project will be made at the Trust's executive meeting on March 17, after which detailed plans and costings will be made. The Trustees emphasise that the award is in addition to the Trust's annual allocations and Super Grant which in themselves total £1 million.

Each year the charity disburses £700,000 in allocations, plus a £300,000 Super Grant which goes to each on the Services in rotation. The Navy will receive its Super Grant next year. DCI RN 207/96

'Smart' ID cards . . .

A "SMART" identity card is expected to be introduced into the Royal Navy by 2004. Development of the integrated circuit card is progressing, and it will replace the "swipe" ID card which has been in use for the past two years.

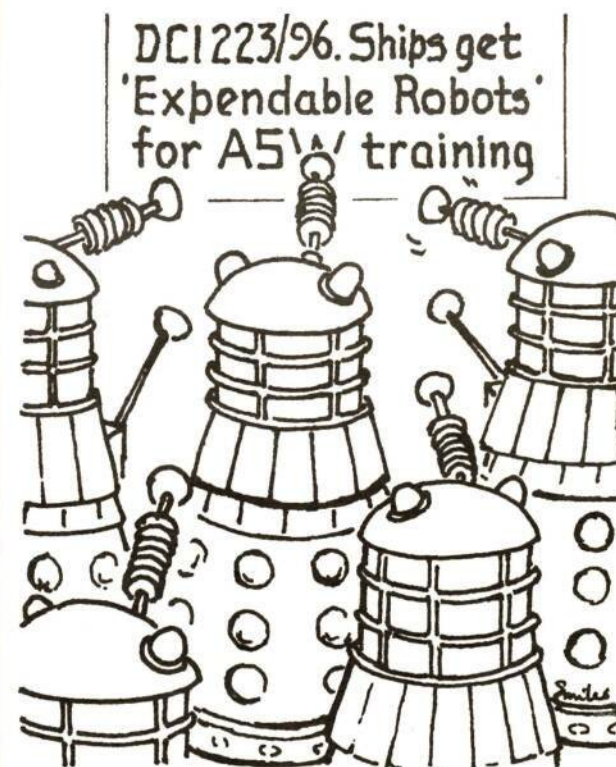
DCI RN 197/96

Lance kit

PROTECTIVE clothing for use with thermal lance cutting equipment – issued to major warships two years ago – is now obsolete. Now hand screens, goggles and gloves are being provided.

The goggles are for use with anti-flash hoods, and the hand-screens for training.

DCI RN 204/96



Robot sub for target practice

A ROBOT underwater target has been introduced by the Royal Navy to compensate for the reduced opportunities to practise anti-submarine warfare against real submarines.

The Mk 39 Expendable Mobile ASW Training Target (EMATT) is an unmanned, self propelled craft that can be tracked simultaneously by individual or co-ordinated units to maintain fundamental skills. It needs no maintenance or support facilities.

Before launch, one of three pre-programmed run plans may be selected for each vehicle – and eight variants of run plan are currently available. An on-board echo repeat system re-transmits active sonar transmissions enhanced to simulate submarine echoes. It also emits four acoustic sounds for passive tracking.

Top speed of the vehicle is eight knots and it can operate at depths down to 183m.

Fifty EMATTs a year will be distributed between Flag Officers Surface Flotilla, Submarines, and Naval Aviation. All stocks will be held in Portsmouth.

Frigates and destroyers are being modified to receive up to six EMATTs. Carriers can have up to 12, but they will not be embarked in submarines. Airborne release trials have been conducted with Sea King helicopters and RAF Nimrod maritime reconnaissance aircraft.

DCI RN 223/96

MN liaison voyages

OFFICERS of the rank of Commander and below are invited to take part in the RN/Merchant Navy Liaison Voyage Scheme to foster existing good relations between the two seafaring Services.

The scheme enables RN officers to take passage in selected merchant vessels and Merchant Navy

officers to do likewise in HM ships. It is administered by the School of Maritime Operations (Maritime Trade Section) on behalf of the Directorate of Naval Staff Duties.

DCI RN 224/96

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

Last call for HMS Battleaxe

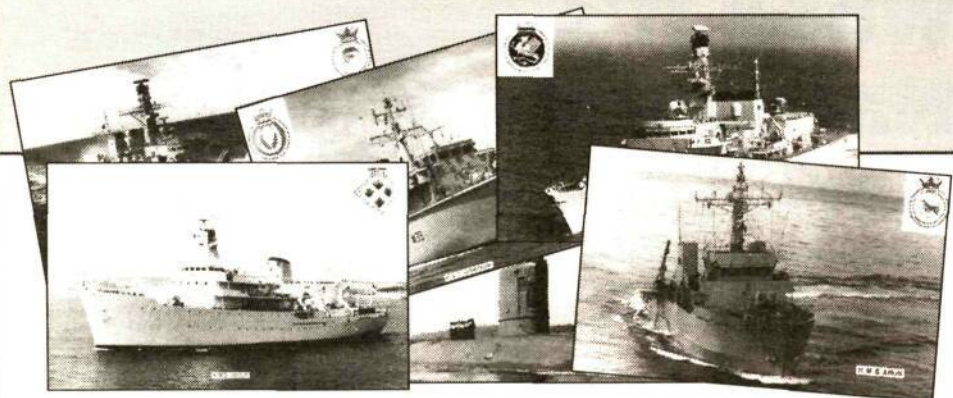
HMS Battleaxe, which was decommissioning as the Navy's last remaining Type 22 Batch 1 at the end of January, is due to be handed over to the Brazilian navy on April 30.

On March 20, three days before the Brazilian personnel join, a decommissioning cocktail

part will be held on board for all former officers who have served in her. Cost will be £5 per guest and should be payable to the Welfare Fund, HMS Battleaxe and addressed to The Social Secretary, Wardroom Mess, HMS Battleaxe, BFPO 223.

DCI RN Dec. 13

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FIRST SEA LORD AND THE LOSS OF THE 'CUSHION OF MANPOWER'

Taking the strain

REDUCTION of RN personnel to 46,000 "has removed the cushion of manpower which gave us the healthy flexibility in the past to manage our people," warns First Sea Lord Admiral Sir Jock Slater.

In a foreword to the Navy year-book *Broadsheet* he says: "Manpower shortages in certain branches and sub-branches, together with the demotivating gapping of billets, at particularly high levels ashore, make it all the more important that we recruit, train, motivate and retain the very best people available."

"In the final analysis, it is the quality of our men and women that will determine the effectiveness of our Service."

The Armed Forces had made enormous strides through the Defence Costs Studies to shift the emphasis on resources "from the tail to the teeth".

"However, balancing the books has not been without its pain and much is demanded of our ships and sailors as we maintain a high level of activity afloat and ashore."

The level of that activity was such that on any one day very nearly half the Navy's ships were at sea on operational duties worldwide, including the Asian Pacific Rim, the Gulf, the Caribbean, the Mediterranean, the Adriatic and the South Atlantic.

"Closer to home, warships patrol our territorial waters to ensure the integrity of the offshore tapestry. Furthermore the Royal Marines, an integral part of the Fleet, have never been busier, including another successful tour in Northern Ireland."

"We live in unstable times. The relative, and ironic, stability of the Cold War has been replaced on a regional basis by discord and distrust."

"Local skirmishes and civil wars, fuelled by territorial disputes, religious and ethnic differences, competition for scarce resources, international terrorism and so on, are multiplying; although few of these impact directly on the security of the United Kingdom itself, many affect our wider interests and have the potential to escalate into causes of major conflict."

"We must be prepared to participate at every level, be it counter narcotics operations at one end of the scale to full scale war at the other, passing through international peacekeeping and diplomacy and a host of other tasks on the way."

"The inherent versatility of the Royal Navy, with its carrier borne airpower, amphibious capability, nuclear submarine fleet and supporting forces, has never been more relevant."

On the plus side, Admiral Slater found the Navy in sound material shape, "buoyed with an impressive array of equipment orders, tautly manned, well supported and very busy."

"A fully committed and premier league Navy needs constant investment in ships and equipment and there is much good news to report. HMS Victorious has taken to sea a sub-strategic version of Trident for the first time and before long the Royal Navy will assume total responsibility for the United Kingdom's nuclear deterrent."

"Soon the Tomahawk Land

"Three additional Type 23 frigates have been ordered to make a total of 16 of these increasingly capable ships and seven more Sandown class minehunters will give us a much enhanced capability in this field."

"In the air, the new version of the Sea Harrier (FA2) has proved its exciting potential in its first full year of service, including successful live firings of the Advanced Medium Range Air-to-Air Missile,

"The most balanced and capable Navy in Europe"

Attack Cruise Missile will be fitted in a number of our nuclear attack submarines. The Submarine Flotilla has never before packed so hard and varied a punch, a punch I hope to see reinforced shortly with an order for the Batch 2 Trafalgar Class."

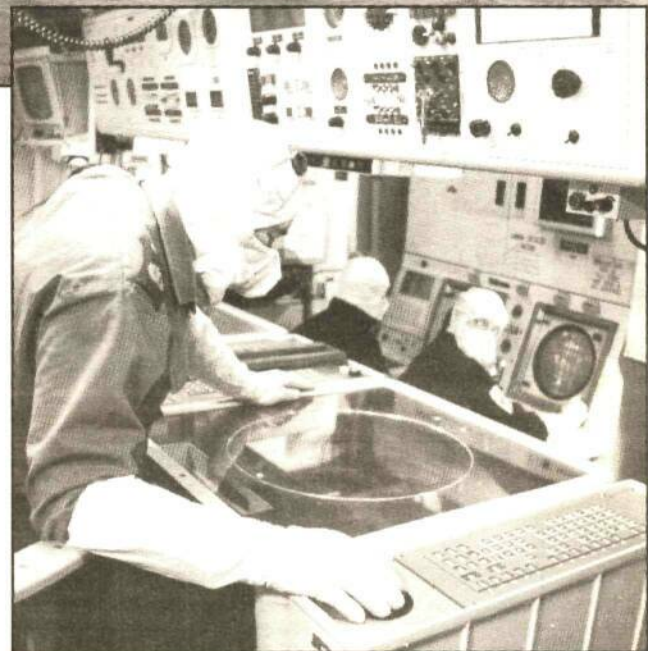
"Orders have recently been placed for two new assault ships, Albion and Bulwark, as replacements for Fearless and Intrepid. These will markedly strengthen and safeguard our amphibious capability and this will be further bolstered by the arrival of the Commando helicopter carrier HMS Ocean."

and, not before time, Merlin will soon be taking our rotary wing capability into a new era." (See page 35). "Looking ahead into the next century, the tri-partite Common New Generation Frigate is shaping up pretty well and our investment in the US Joint Strike Fighter project is a step in the right direction for the Future Carrier Borne Aircraft; incidentally we are already considering options for a future carrier from which to operate these aircraft."

The Royal Navy, Admiral Slater concluded, was "set to remain the most balanced and capable Navy in Europe."

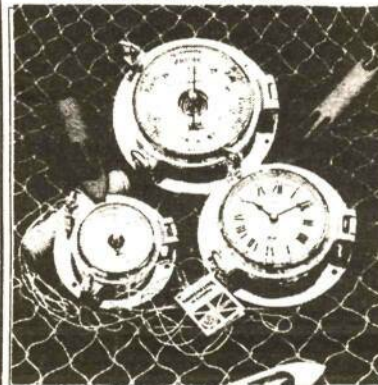


● *The First Sea Lord visited HMS Dulverton in Amsterdam while she was taking a short break from Fishery Protection duties – in which role she has made 14 arrests over the past 18 months resulting in fines worth over £150,000. She had earlier taken part in First Mine Countermeasures Squadron exercises in the Channel – which saw her taking the 6,000 ton RFA Sir Tristram in tow (above). Her partners here were HMS Ledbury, Berkeley and Chiddingfold. Right: the scene in Chiddingfold's Operations Room.*



● Admiral Slater chats with LCH Gordon Wake and CH Mel Mellor in the galley of HMS Dulverton.

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Helping Hands

Round-Britain riders raise over £15,000

NAVY MOTORCYCLE fanatics raised more than £15,000 for the BBC's Children in Need appeal with a round-Britain ride that took them to dozens of Naval and MOD establishments.

Thirty one members of the RN Motor Cycle Club took part in the event and the final amount raised through sponsorship and collections outstrips the previous year's total by over £5,000.

Since the first RNMCC round-Britain ride in 1990, the Club has raised £63,800 for the charity.

The team's journey took them to HMS Sultan, Centurion, Dryad, Excellent, Nelson, Dolphin, RH Haslar, Portland, Cudrose, Yeovilton, Dartmouth, HMS Raleigh, Drake and HM Naval Bases Portsmouth, Devonport and Clyde.

And there was also time to call in at the Hydrographic Office in Taunton, RM bases at Lymington and Norton Manor and Ministry of

Defence sites Ennsleigh, Quay House and Abbey Wood.

At the end of their marathon journey the team arrived cold and tired at the Bournemouth International Centre where a BBC film crew were waiting.

Live television

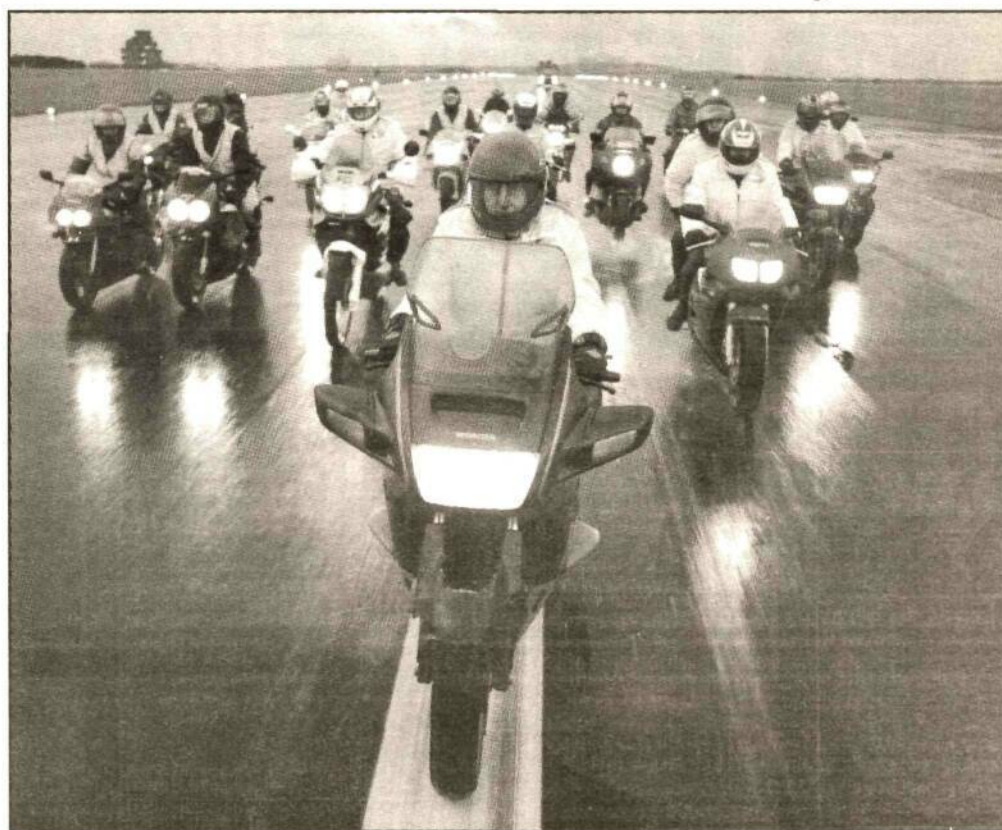
RNMCC Patron, Rear Admiral Terry Loughran (FONA), was on hand to present a cheque for the proceeds of their epic ride on live television.

Four riders, RNMCC Secretary

CPO Mark Stidever, Chairman, CPO Pete Cushing, Portsmouth Vice Chairman, George Bunkin and Portsmouth's Martin Sand completed the entire tour.

The rest were volunteers from establishments throughout Britain who gave up their spare time to complete as much of the route as work allowed.

This year, six motorcycles were supplied by Honda UK - two ST1100 Pan Europeans, a CBR 1000, a VFR 750, a VF 750 Custom and an African Twin.

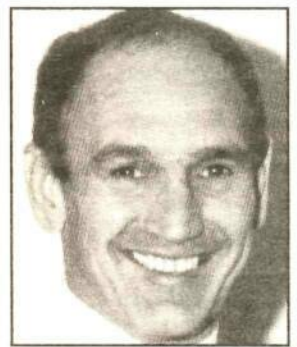


● The bikers roar down the runway at RN Air Station Cudrose, led by RN Motor Cycle Club Chairman CPO Pete Cushing. Picture: RNAS Cudrose Photographic Unit

ALL IN A GOOD CAUSE

A DINNER to celebrate CPO Paul Dunn's 35 years service in the RN raised over £2,000 for the Marie Curie cancer charity.

The event at RNAS Yeovilton was attended by 235 guests including Admiral Sir Ted Horlick and the air station's Commanding Officer, Commodore Scot Lidbetter.



● CPO Paul Dunn, BEM MSM

Oar-some effort...

WEAPONS Engineers from HMS Invincible helped to repay Durham's hospitality last year by raising £600 for the Mayor's Charity Appeal.

The WE Department organised a non-stop 'rowathon' and 52 sailors volunteered to take a half hour slot.

Affiliation

The 'journey' ended after 20.5 hours when the team had clocked up 340 miles -- the distance between Portsmouth and Durham -- HMS Invincible's affiliated city.

● Right: POWEA Mark Collins and CPOWEA Neil Apps taking their turn on HMS Invincible's rowing machines on their 'journey' to Durham.

Greenwich team tackle 88-miler

FOUR officers from the RN Staff College at Greenwich completed the gruelling 88-mile Lymington to Poole race organised by the Royal Marines.

Lt Cdr Martin Croft, Lt Cdr Mike Farrage, Captain Simon Pritchard RM and Cdr Campbell Christie ran the race in 22-mile legs, each carrying 12 lbs of emergency equipment.

The race involves climbing 6,600ft along Dorset's rugged coastal paths but the team completed the course and

raised more than £600 for Greenwich Hospital's Special Care Baby Unit.

The total was boosted by 69 students studying on the Royal Naval Staff Course who agreed on a self imposed fine of £5 if they returned from a working trip to the USA weighing more than they did when they started the course.

The men believe they are the first Greenwich team to complete the 88-miler and will certainly be the last with the transfer of training to a new joint services college at Bracknell.

WELL MATCHED

STAR players from Portsmouth Football Club turned out for a match at HMS Collingwood to help raise cash for the BBC Children In Need Appeal.

Veteran goalkeeper Alan Knight, manager Terry Fenwick and past and present players including Paul Walsh, Vince Hilaire, Andy Awford, Jason Reece, Martin Allen and Lee Bradbury, helped to make the 90-minute contest a memorable one.

At the end of the evening Pompey had beaten the home side 2-2 but HMS Collingwood succeeded in raising £500.



● Event organiser, Royal Marines Cpl Martin Edwards

Dartmoor cash dash

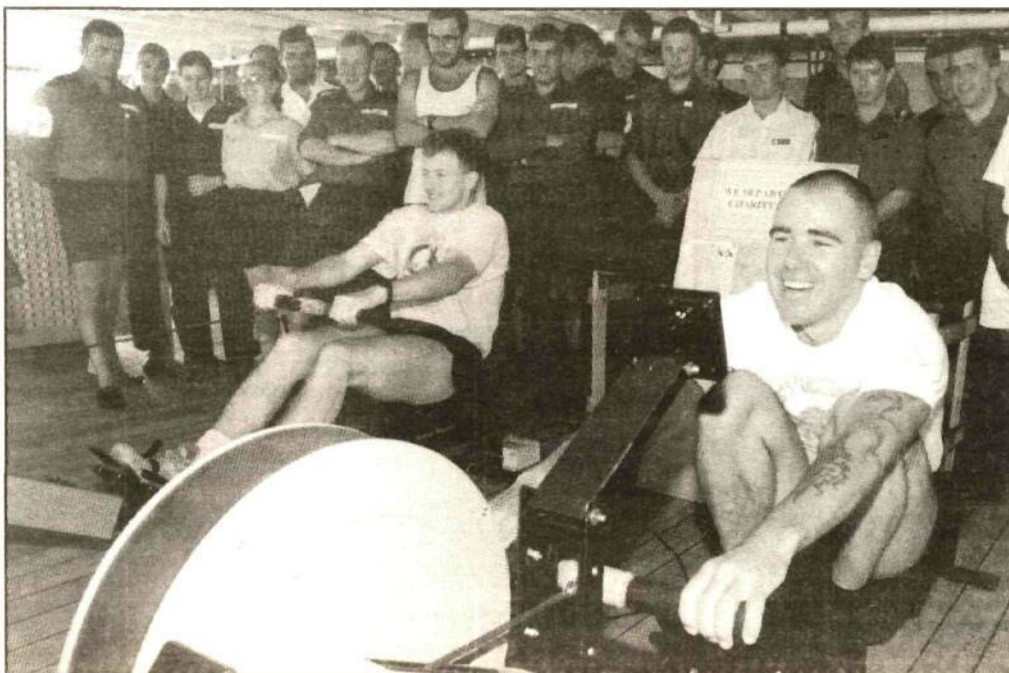
ROYAL MARINES from Stonehouse Barracks raced across Dartmoor to raise cash for Plymouth Deaf Society.

The 32km cycle and 8km run from Letaford to Bickleigh Barracks raised £500 for the charity which is close to the heart of event organiser Cpl Martin Edwards.

Sign language

Cpl Edwards' two-year-old son Jack is deaf and the Society has been teaching both he and his wife Jane to use sign language.

Mrs Sue Tuck of Plymouth Deaf Society said: "Apart from a small grant, all contributions to our income are voluntary so support such as this from the Royal Marines is greatly appreciated."



In brief

HMS FEARLESS staged a sponsored rowing event to help raise cash for the Mayoress of Scarborough's Community Fund.

A 12-man team led by POPT Ian Binks kept the ship's Concept II rowing machines going for over 12 hours. They clocked up 118 miles and collected £1,020 for the appeal in their affiliated town.

SADDLE-WEARY cyclists from HMS Beaver pedalled 300 miles from Plymouth to the ship's affiliated town of Bolton to raise £1,300 for local charities.

Bolton Multiple Sclerosis, Green Fold Special School and the town's Hospice were the beneficiaries and the money was presented to the Deputy Mayor of Bolton by Beaver's CO, Captain David Lewis, at a civic reception.

COMMUNICATIONS experts from Special Communications Unit Leydene used the Great South Run to help a children's charity get their message across.

Ten staff entered the ten-mile Portsmouth road race to raise the profile of 'Children In Hospital' and earned more than £500 in sponsorship to boost the organisation's funds.

SICK BAY staff at HMS Sultan made no bones about asking their colleagues to cough up for the BBC's Children In Need Appeal.

MAs Dez Corker, Brian Southen and Crash Evans donned fancy dress and pressed the medical centre's skeleton into service for a collection round which produced £280.

A FAMILIES day organised by members of the Devonport-based Second Submarine Squadron raised £400 for local children's charities.

The day out at Keyham sports ground benefited the Dame Hannah Rogers School at Ivybridge, which looks after disabled youngsters, and the Wrangaton branch of Riding for the Disabled.

FLOODS and storm force winds made life even more difficult for runners from HMS Excellent who competed in the National Trust Snowdon Marathon.

Cpl Graeme Taylor and WO Eddie Seaborne, backed up by CPO Andrew Martin, POPT Brad Hogg and CPO John Bearman, battled through and raised £250 for Portsmouth's Special Olympics for the mentally handicapped.

ENGINEERS from HMS Cumberland paved the way for a happy new year for guests at the Calvert Trust Adventure Holiday Centre at Barnstaple.

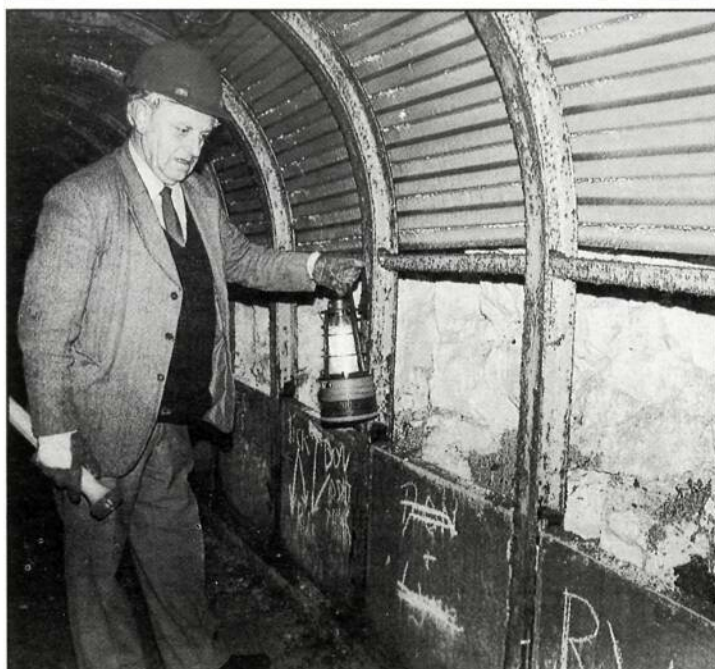
LMEM Timmy Timmins, PO Sedge Sedgewick, LMEM Chatts Harris and PO Taff Lewis spent a week laying paths at the centre for disabled people and their friends, getting through 16 tons of gravel in the process.

SAILORS on X40 course at HMS Dryad stepped in to help staff at Portsmouth's Sarah Duffen Centre for children with Downs Syndrome.

They spent a day at the centre filling skips with cast offs, cleaning rooms and rearranging furniture to help the staff who have little or no spare time to undertake such tasks.

A WEATHER vane first presented to St Nicholas Church, Henstridge, by HMS Dipper in 1946 has been restored to its former glory by CPOAEA Edward King at RN air station Yeovilton and replaced on the spire by a team led by CAEM Steve Round.

Campaign to open underground base to public gains momentum



Picture: Tom Bonnor.

● **ABOVE:** HMS Forward's champion Geoffrey Ellis inspects the access tunnel walls below Heighton Hill.

● **RIGHT:** Scene in Forward's underground plotting room, crowded with Naval and Air Force personnel on D-Day, June 6, 1944.

● **FAR RIGHT:** The plotting room as it is today, showing the passage leading to the western entrance.



FORWARD MOVE TO UNLOCK SECRET HQ

ON HEIGHTON Hill, a mile north of Newhaven, a partially demolished building stands over the site of one of the most intriguing underground headquarters of World War II.

Within the low structure of Denton House, once a Guinness Trust Holiday Home, is a concealed entrance to galleries and tunnels 60ft below. They once housed 10,000 personnel operating a mass of the most sophisticated intelligence gathering and communications equipment available at the time.

Local historian and retired telecommunications engineer Geoffrey Ellis believes that the old Naval base, HMS Forward, was such an important link in the maritime defence of the South Coast, that it should be preserved and opened to the public.

"Both Newhaven Town Council and Lewes District Council have been made aware of the tourist potential of this site and have declared their interest in my proposal," Mr Ellis told *Navy News*.

He seems to have fired local enthusiasm for his scheme through a series of very well-attended talks and a book he has written - *The Secret Tunnels of South Heighton*.

"The site has a lot of potential," said Newhaven Town Clerk, Mr Paul Archer. "Eventually static displays could be set up just like Churchill's underground war room in London."

But before any definite plan can be undertaken, the council has to establish the ownership of the tun-

DEEP BENEATH a hill near Newhaven lie hundreds of metres of tunnels, once the secret location of a Naval control centre that played a vital role in the D-Day operation. Neglected for decades, the headquarters - commissioned as HMS Forward - has fallen into decay and was forgotten until local author Geoffrey Ellis decided something must be done to save the historic labyrinth...

nels. "Although the Guinness Trust own Denton House and are currently refurbishing and redeveloping the above-ground site, they do not own the underground HQ," said Mr Archer. "We are writing to the Ministry of Defence and we hope to have solved the problem by the summer."

The western entrance to HMS Forward is on the A26 road and only 200m from Newhaven's new Maritime Museum. Mr Ellis says that 500m of tunnels and galleries remain suitable for guided tours for the public.

Radar chain

In June 1940, HMS Forward moved to the Guinness Trust Holiday Home and was responsible for providing minefields or blockships to protect the Sussex coast.

In the following March the base was ordered to establish naval plots in conjunction with a coastal radar chain covering the Dover area. To protect the Newhaven nerve centre it was decided to locate it deep under Heighton Hill with the principal operational (east) entrance in Room 16 of the Trust Home.

Over 120 steps lead down to a complex which once included two telephone exchanges, ten teleprinters, 11 W/T radios, and a VF line telegraph terminal for 36 channels.

The air-conditioned tunnels contained a standby generator, a galley, toilets, cabins and recently invented fluorescent lighting.

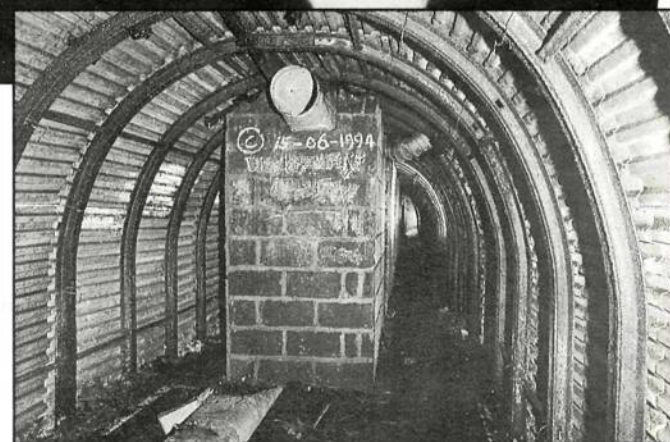
HMS Forward was heavily involved in the attempt to prevent the Channel dash of the German warships Scharnhorst, Gneisenau and Prinz Eugen in 1942, and later that year had a part to play in the Dieppe landings.

As D-Day approached, the base controlled MTB raids and Commando "snoops" on the French coast, and for D-Day itself WRNS and RN personnel were supplemented by members of the RAF, WAAF and ATS.

Forward was abandoned after the war but in 1992 the Guinness Trust agreed to open up the east entrance so that the tunnels could be inspected by Mr Ellis and other members of Newhaven Historical Society.

They measured every passage and room and photographed and made a video recording of the entire complex. The data was used to build a model which is now exhibited at Newhaven Maritime Museum.

□ *The Secret Tunnels of South Heighton* is available at £5.99, plus £1.50 p&p, from Mr Ellis, 11 Fairholme Road, Newhaven, BN9 0NY. He has also produced a video (£9.99 plus £1.50 p&p) giving information and showing interviews with ten former members of HMS Forward.



Picture: Tom Bonnor.



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● **Denton House - Room 16, which contains the eastern entrance to the underground HQ, is at the extreme left.** Picture: Tom Bonnor.



● Endurance and RMS St Helena off Tristan da Cunha



● A Lynx helicopter from HMS Endurance drops timber for the renovation of the World's most southerly church, at Grytviken on the island of South Georgia

Endurance voyages from Cape to Cape

THESE stunning pictures show some of the unique tasks undertaken by HMS Endurance on her long voyage to Antarctica.

The Red Plum left Portsmouth in October last year and sailed South along the Coast of Africa, renewing links with the UK's Atlantic dependencies of Ascension Island, St Helena and Tristan da Cunha on the way.

● Left: Loadlifting in South Georgia

Bad weather off Tristan da Cunha was preventing the island's lifeline - RMS St Helena - from disembarking vital medical and food stores and Endurance's arrival could not have been better timed.

The ship used her Lynx helicopter to unload the six-monthly stores and to winch passengers ashore.

And in St Helena, Endurance's visit coincided with the island's Festival of Remembrance and the ship's company delighted residents by providing a march-past at the ceremony.

A visit to Cape Town in South Africa gave the sailors a well-earned rest and her stay culminated in the signing of an agreement to allow the free transfer of chart data by the Hydrographer of the Royal Navy and South Africa's Chief of Defence Staff.

Bidding farewell to the Cape of Good Hope, the ship set sail for the icy waters of South Georgia where her first work period began in earnest.



● Hydrographer to the Royal Navy, Rear Admiral John Clarke, and South Africa's Chief of Defence Staff in Cape Town

A boat camp was established on the disused whaling station at Leith to survey the Leith Harbour and Stromness Approaches and a ten-man team spent two uncomfortable weeks ashore to successfully complete the task with the motor survey boat Nimrod.

Penguins

Meanwhile, Endurance herself conducted detailed inshore surveys of St Andrew's Bay where the penguin colony is attracting an increasing number of tourists in cruise ships. The ship also helped out scientists, civilians and

military personnel ashore whenever possible.

Aid included loadlifting supplies and building materials to the Whaling Museum and Church at Grytviken and the deployment of her diving team to patch up a leak from a wrecked whaler.

Christmas was spent basking in the sub-tropical temperatures of Montevideo before the ship headed South again for her second challenging work period in the South Sandwich Islands where the new members of the ship's company will experience their first true taste of the ice.



● HMS Endurance conducting survey lines in St Andrew's Bay, South Georgia. The Bay's colony of penguins is making it an increasingly popular destination for cruise ships.



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An essential victory

On the 200th anniversary of the battle of Cape St Vincent, Royal Naval Museum Chief Curator Colin White looks back on the action which lifted the threat of an invasion of Britain and made Nelson a national hero...

On 14 February 1800, Midshipman George Parsons found himself sitting next to Rear Admiral Lord Nelson at a special dinner in the admiral's cabin in HMS Foudroyant.

He was already very self-conscious because, after a long cruise off Malta, he had no clean shirts left. But when he had tried to refuse the dinner invitation, the admiral had ordered him to wear the one he had on.

No excuses were acceptable, for the dinner was in honour of the third anniversary of the Battle of St Vincent and Nelson wished everyone in the ship who had fought in that action to be present.

After the toast to the victory had been drunk, Nelson turned to his young neighbour, 'You entered the service at a very early age to have been in action off St Vincent?' he asked. 'Eleven years, my lord.' 'Much too young,' came the muttered reply from a man who had himself gone to sea at twelve.

The battle they were celebrating was fought on 14 February 1797, when a British fleet of 15 battleships under Admiral Sir John Jervis defeated a larger Spanish fleet under Teniente General Don José de Córdoba off Cape St Vincent. Spain and France had agreed to unite their fleets in the Channel to cover an invasion of Britain.

On its way through the Straits of Gibraltar, the Spanish fleet was ordered to escort a convoy of merchant ships carrying a priceless cargo of mercury to Cadiz.

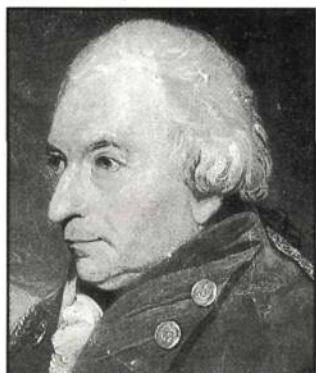
If the Spanish fleet had been able to operate unhampered, it is possible that it would have evaded the British; but, as so often in naval history, the presence of a convoy was to bring about a decisive battle.

Jervis, flying his flag in HMS Victory, was determined to fight whatever the odds. Although outnumbered, he knew his fleet was

better trained, and more experienced in gunnery, than their opponents. Moreover, he knew that it was worth considerable risk to inflict a defeat on the Spaniards. He was heard to say, 'A victory is very essential to England at this moment.'

When the fleets sighted each other, on the morning of 14 February, the Spanish were separated in two unequal divisions, the smaller including the mercury convoy. Jervis formed his line of battle swiftly and pushed his ships through the gap between the two groups: 'We flew to them like a hawk to his prey' Captain Cuthbert Collingwood of HMS Excellent, later wrote to his wife.

Jervis' sudden manoeuvre cut off the smaller Spanish division

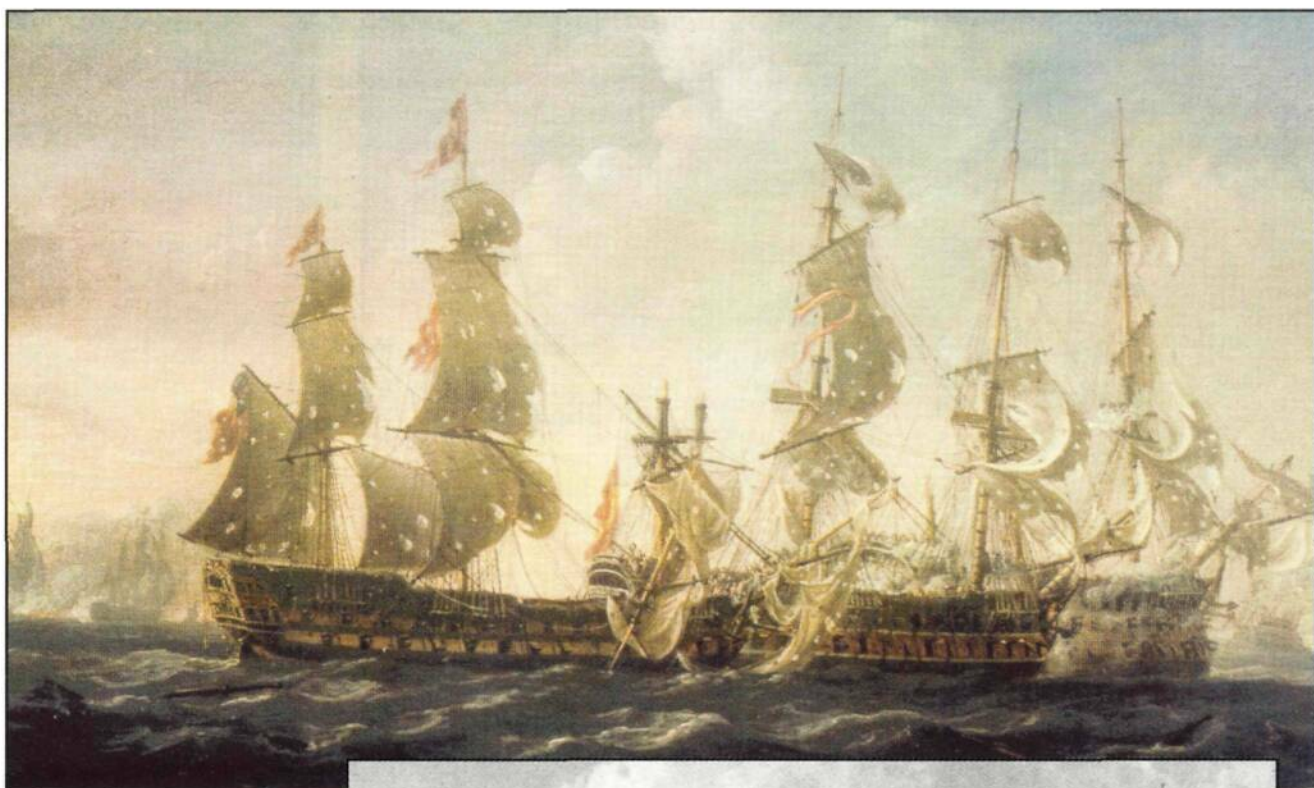


● **Admiral Sir John Jervis created Earl St Vincent for his services at the battle**

covering the convoy, and he proceeded to drive it out of the battle with concentrated broadsides from his tight-knit line. Having thus eliminated one-third of the Spanish force, he then ordered his ships to tack and head northwards to concentrate on their opponent's main division, now reduced to 18 battleships.

The Spanish tried to rejoin their convoy by moving to the east, around the rear of the British line. They were spotted by Commodore Horatio Nelson in HMS Captain, who wore his ship out of her position in the line and crossed over to support Troubridge's HMS Culloden, coming up from the south.

It is often said that Nelson acted entirely on his own initiative



● **Nelson's Patent Bridge: Nelson's ship HMS Captain (centre) alongside the San Nicolas as the crew prepare to board the Spanish ship**

● **Right: the Victory in action: HMS Victory (centre) fires a shattering broadside into the stern of the Salvador del Mundo. She was so badly damaged that she eventually surrendered to HMS Orion**

and risked being court-martialled for leaving the line. But modern research has shown that Jervis, still in capable command of the situation, had just signalled his rear ships to reinforce their colleagues.

Nelson used a different (and much quicker!) method of reaching the scene of action than had actually been ordered - but he was acting within the spirit of what his C-in-C had intended.

Sudden attack

This sudden attack by two highly-trained ships forced the Spanish to abandon their attempted move. But they had lost valuable ground, giving the rest of the British fleet time to catch up with their rear-most ships. A fierce gun battle ensued.

Young George Parsons recalled, 'the roar was like heavy thunder and the ship reeled and shook as if

she were inclined to fall to pieces. I felt a choking sensation from the smell and smoke of gunpowder.'

The Spanish fought with great courage; but the British gunners were able to fire so fast and fiercely that they caused heavy damage and casualties.

Two of the Spanish ships were so badly mauled that they surrendered: the San Ysidro to Captain Cuthbert Collingwood in HMS Excellent and the Salvador del Mundo to Captain

Sir James Saumarez in HMS Orion. Both Spaniards had lost some 25% of their crew killed and wounded before they hauled down their flags.

In the confusion two more Spanish ships, already badly damaged by the British broadsides, collided with each other. Seeing them helpless, Nelson ordered the Captain to be brought close alongside the 80-gun San Nicolas and personally led a boarding party to capture her. As well as sailors, the party included soldiers from the 69th Regiment, whose successors still proudly claim St Vincent as a battle honour.

Scrambling through one of the San Nicolas stern windows, the British stormed through her captain's cabin onto the quarter-deck where, after a fierce hand-to-hand fight, her officers surrendered. Alongside, was the three-decked, 112-gun San Josef, whose crew then started firing into Nelson's men.

Undaunted, he led another rush up her towering sides and she too was compelled to surrender. Nelson recalled later that, as the Spanish officers gave him their swords, he passed them to William Fearnley, one of my bargemen; who put them with the greatest sang froid under his arm.'

This exploit is so famous that it is easy to forget just how unusual it was for a flag officer, however junior, to take part in such desperate deeds. It caught the imagination of his colleagues in the fleet and they nicknamed it, 'Nelson's Patent Bridge for Boarding First Rates'.

It is also the most familiar image of the battle: captured for us in many popular prints, usually featuring an immaculate Commodore poised gracefully at the head of his men.

● **The popular image of the battle: an immaculate Nelson receives the sword of one of the Spanish admirals. In fact, his uniform was in tatters and his face smeared with gunsmoke.**



The reality was much more ugly and brutal - and very far from poised.

Nelson himself recalled later that his uniform was in tatters, his hat partly shot away and his face smeared with gunpowder smoke.

Because of the power of this image, the story of the battle is often told as if it was that it was Nelson's personal heroism which alone won the day. Certainly, he played a vital role - but he was not the only man who distinguished himself. A number of factors contributed to the British success.

The first was their high state of training and experience, second, Sir John Jervis's tactical skill and his willingness to take high risks because the occasion justified them, and the third and most important was teamwork.

All the British ships worked together, supporting each other like wolves in a pack; while their undoubtedly gallant opponents were split up and compelled to fight solitary battles, without support. In such circumstances, their one significant advantage - superior numbers - was cancelled out.

Celebrated

St Vincent was by no means the most decisive victory of its period. But it came at a time when the war was going very badly elsewhere for Britain and it lifted the threat of invasion. It was therefore widely celebrated.

And it is still remembered today, especially in Portsmouth, where the tradition, started by Nelson, of holding a special St Vincent Dinner is continued each year on board Jervis's splendid old flagship, HMS Victory, and this year by a series of discussions at HMS Nelson among naval historians.



THE 43rd London International Boat Show last month enjoyed sales of £58.9m – breaking all records for the second year running.

This despite the fact that it coincided with the coldest winter for 15 years, the freezing conditions leading to a reduced attendance of 162,000.

The Royal Navy's own stand had pride of place among the exhibitors, featuring a Royal Marines Rigid Raider, a 16 screen video wall, an interactive Frigate Operations Room and a 20mm gun.

It was opened by the latest Miss Globe and Laurel Vicki Brown – with scissors delivered to her by Sgt Dave Hill of RMR City of London who abseiled with them down from the roof of Earls Court.

Navy News was included in the scheme too, with members of our commercial staff enjoying brisk sales of merchandise.

They also took the opportunity to promote our new Junior Readers Club for the under 12s (see ad on page 19) with the help of the Sea Cadets.

● Above: at the Navy News stand Melanie Gibb tries her sales pitch on First Sea Lord Admiral Sir Jock Slater and Director of Public Relations (Navy) Commodore Barry Leighton.

● Right: more hard sell techniques were employed by Sea Cadets Tom Williams (TS Upholder) and Esther Stevenson (Chelmsford Unit).

Boat Show beats the big freeze



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Falkland Islanders remember an earlier battle



● The marching detachment from HMS Lancaster on the main road through Stanley.

Teaching new divers some old tricks . . .

WALKING on water? Not in this outfit . . . Service divers from far and wide had the chance to try out some antique equipment at HMS Raleigh – and this picture appeared to catch one of them working a miracle, weighted boots and all.

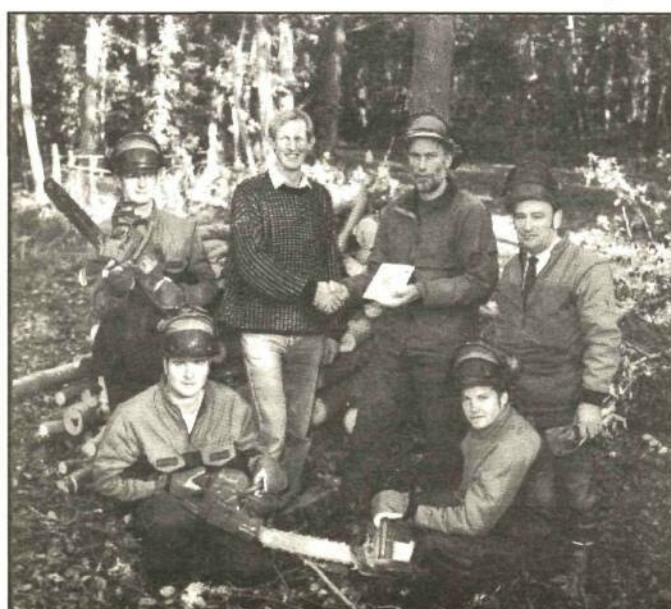
Staff of the Joint Service Sub-Aqua Diving Centre at Fort Bovisand, Plymouth displayed equipment dating back to 1879 and 1910 once used for commercial diving in Plymouth Sound.

Together with 100 delegates from various sub-aqua diving clubs of the Royal Navy, Royal Marines, Army and RAF they were attending their annual conference which also featured "test diving" modern commercial and recreational diving sets.

The Bovisand centre is the largest diving school in Europe, teaching recreational and commercial diving to service and civilian personnel.



. . . and the delicate art of chainsaw operation



SKILL at arms even extends to chainsaws, apparently – to comply with current Health and Safety legislation and employers' responsibility for training staff RN Air Station Yeovilton has trained some of its staff to National Proficiency Test Council standard.

The newly qualified operators will use their skills primarily in winter operations in Norway.

Pictured on completion of their course are (left to right) AEM Wright, LSA Plumer, Lt Hutchings, Mr Goodall (Forestry and Safety Training Council), AEM McLelland and instructor Bob Marlow.

GLORIOUS sunshine graced Battle Day at Port Stanley – the annual ceremony to mark the anniversary of the Battle of the Falkland Islands in 1914.

Marching detachments were provided by the current Falkland Islands Guardship HMS Lancaster – whose commanding officer Cdr Nicholas Harland laid a wreath at the Battle Monument – and members of the Falkland Islands Defence Force.

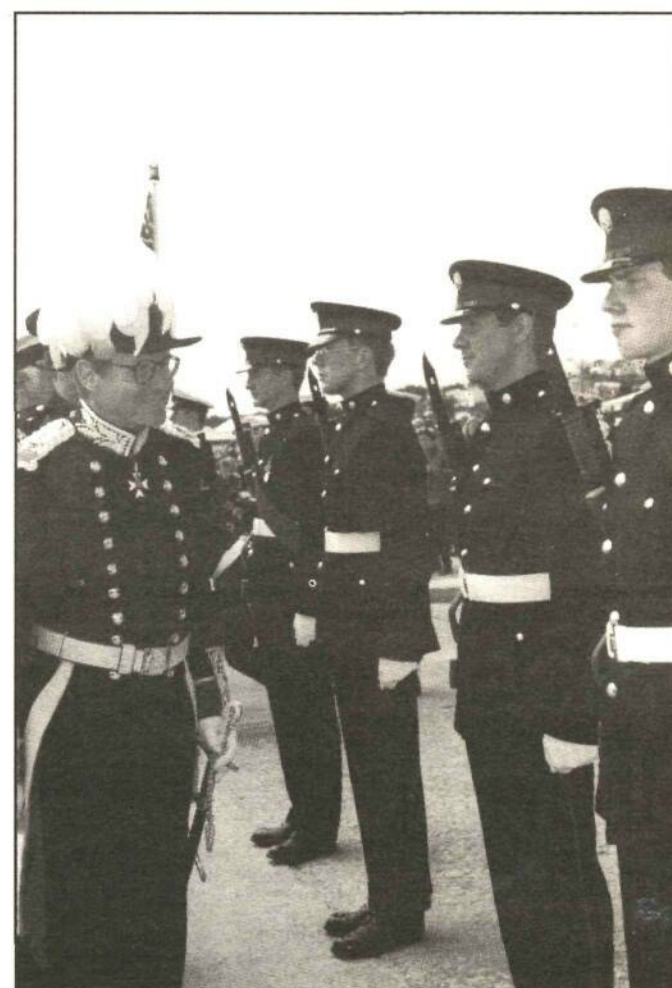
One of the Royal Navy's finest hours occurred when a British squadron led by Vice Admiral Sir Charles Doveton Sturdee defeated a German squadron under the command of Vice Admiral Maximilian von Spee.

All six of the German ships were destroyed or captured with the loss of 2,260 men while the Royal Navy lost just six killed and 18 wounded.

The action avenged the disaster off Cape Coronel a few weeks earlier when von Spee sank the elderly heavy cruisers HMS Good Hope and Monmouth, both with all hands.

● Defence Secretary Michael Portillo visited Port Stanley last month and said the Government was committed to defending the Falkland Islands indefinitely.

"There is no caveat, exception or time limit to that commitment," he said. "Our interest in the South Atlantic is tangible and permanent and we shall wish to broaden and deepen our ties with the countries of the region, based on the clarity of our position regarding the sovereignty of the islands."



● Governor of the Falklands Richard Ralph inspects members of the Falkland Islands Defence Force.

TOP STANDARDS IN WINDOW DRESSING



HMS RICHMOND received the Fourth Frigate Squadron Efficiency Trophy last month – recognition of an exceptionally busy and dynamic year which saw her cope with major high voltage cable defects and a bowdome replacement in the middle of her trials programme.

Basic Operational Sea Training in Plymouth achieved a pleasing 'Very Satisfactory' overall assessment – but on return to Portsmouth this was quickly followed by intense preparation for the Ocean Wave deployment.

During her eight months away the Type 23 frigate will take part in IDEX 97 and a number of Defence Industries Days, providing a 'shop window' for the excellence of British defence technology to potential customers. And for British efficiency, too.



● MAA Charles Dinsdale.

Software task wins award

A NEW software package at HMS Excellent has won Master At Arms Charles Dinsdale the Commodore's Efficiency Prize.

MAA Dinsdale, who joined Excellent in 1995 as the IT Security Officer, successfully piloted a new software package for accommodation and course bookings, which appeared on time and within budget, thus saving Excellent time and money.

Commodore Peter Tribe, Commodore HMS Excellent, presented the prize.

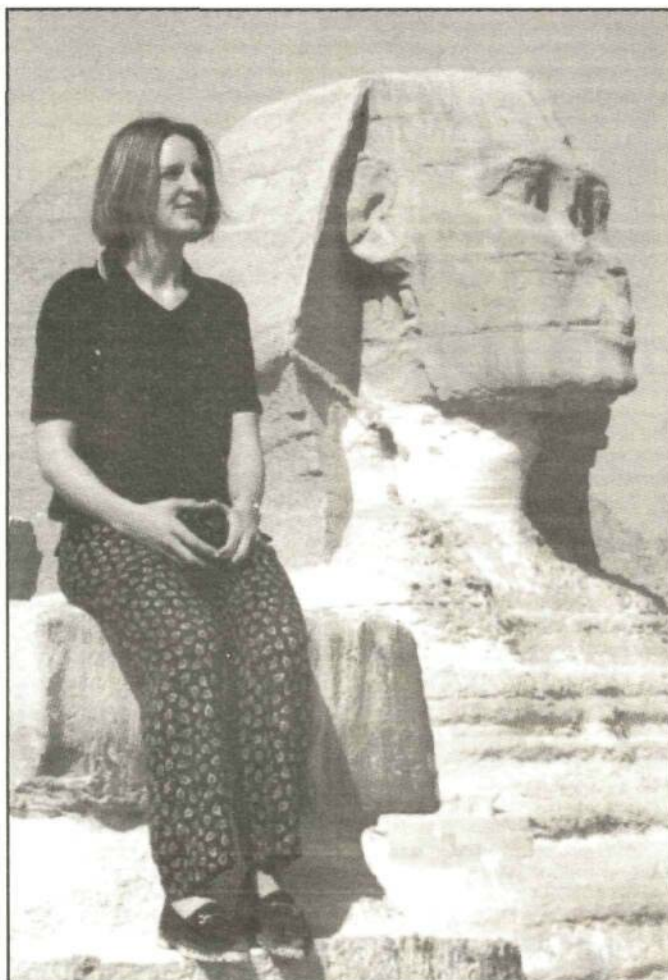
Ex-Submariner wins £500,000

FALKLANDS veteran Brian 'George' Little (62) is celebrating a £500,000 win on the National Lottery.

Brian, a Chief Petty Officer from Bognor Regis, told Navy News that he wanted all his friends to know about his good fortune.

Mr Little spent 27 years in the Service, ten of them in the diesel submarine HMS Onyx including the Falklands. He has two children and four grandchildren.

Destroyer greeted by sun, sand and Swedes



A PASSAGE through the Suez Canal gave the ship's company of HMS Southampton the chance to do a little sightseeing.

A party of 40 from the Type 42 destroyer disembarked at Port Said and took an organised tour to Cairo, the capital of Egypt, and to see some of the ancient wonders of the country, including the pyramids and the Sphinx.

The group rejoined their ship at Port Suez and the Southampton

sailed on through the Gulf to take up her place on the Armilla patrol.

One early task was a brief visit to Dubai, where the destroyer entertained all 28 finalists of the Miss Sweden competition, along with reigning Miss Sweden, Annika Duckmark.

The contestants were given a guided tour of the ship, and there was also a photoshoot.

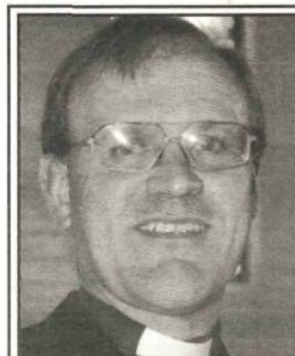
Southampton returns home to Portsmouth in June.

□ East of Suez - see p37



● Above: Contestants in the Miss Sweden competition line up on HMS Southampton in Dubai - the current Miss Sweden, Annika Duckmark, is centre front in black.

● Left: Medical Officer Sqn Lt Jenny McLachlan strikes an appropriate pose at the Sphinx in Egypt.



● Rev Christopher Cooke

Everything must go in church sale

NEED a chapel organ in perfect working order or an unwanted altar? Then Hong Kong chaplain Christopher Cooke is your man.

The Holy Trinity Church in the Prince of Wales Barracks, formerly HMS Tamar, will close down with the rest of the garrison, and the Rev Cooke is responsible for disposing of the contents.

Certain items with a Naval link, such as the 20ft wrought iron frieze of ships in high seas, will return to the UK, while general items may be offered to local churches.

The church, once a Navy chapel, is not consecrated.

"It is quite difficult to de-consecrate a church," said Rev Cooke. "Therefore as Service life is quite transient, particularly with the various draw-downs happening, we don't, as a rule, consecrate military churches - instead we hold a service of dedication."

Rev Cooke is something of an expert now in drawdowns - he has already closed down churches in Soltau, Munsterlager and Werden.

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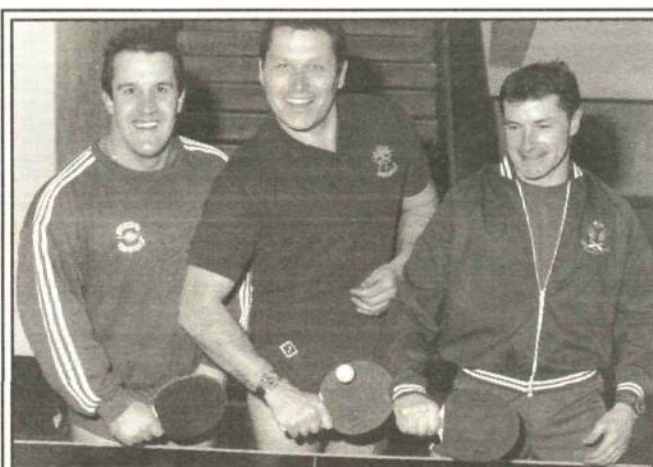
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THERE was an first-time full set for 845 Naval Air Squadron in Croatia and Bosnia recently with a "gunnie" from each command. Pictured are LSTWD Nick "Aggie" Western (left, Portsmouth), POACMN Brian "Bilbo" Buggins (centre, Devonport) and POAEM Keith Toon (Fleet Air Arm), who managed to keep the rivalry going around the table tennis table.



● Vivids at sea - (from left) Lt Kathryn O'Sullivan, Chief Wren Susan Goldfinch and Lt Penny Howard.

Vivid impressions

THREE members of HMS Vivid have been to sea to witness the Weekly War.

Lt Penny Howard, a teacher in civilian life, Chief Wren Susan Goldfinch (civil servant) and Lt Kathryn O'Sullivan (who works for Haden Facilities Management) were on board Type 23 frigate HMS Richmond at the same time as Prince Michael of Kent, Honorary

Commodore to the RNR.

Susan said the War meant "all the theory learnt in training was put into practice before me."

And for Kathryn the opportunity fulfilled a long-standing ambition, adding "it was the most perfect way to see exactly what a warship is designed to do and how it works during the ultimate test of action stations."



● In a spin - Pony Moore with disc at the BFBS Hong Kong studio in the Prince of Wales Barracks.

Sound move for Hong Kong DJ

NEIL Moore is master of the waves in more ways than one.

Leading Weapons Engineer (Radio) Moore, known as Pony, not only serves with the Royal Navy in Hong Kong, but also takes over the airwaves once a week with his own radio show.

Pony (26), who serves on board the Hong Kong patrol ship HMS Plover, has also worked with British Forces Broadcasting Services (BFBS) since June 1995, and before that was a DJ at college and presented a radio show while posted to Gibraltar.

His programme, broadcast from the BFBS studio in the Prince of Wales Barracks, is generally a mix of R&B and house.

It has proved popular not only with Service personnel and their families, but also the Hong Kong Chinese who tune in regularly.

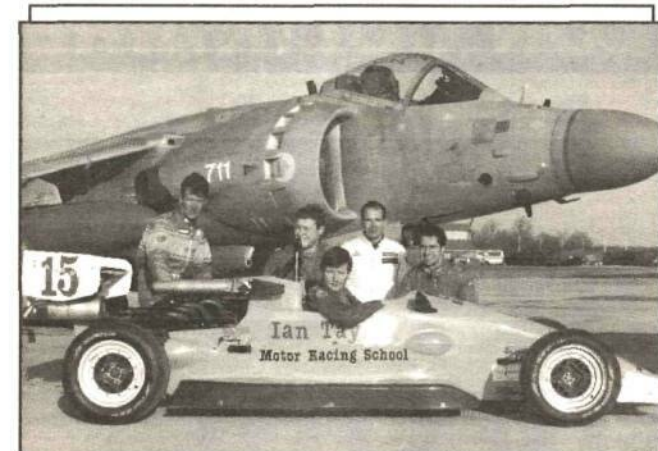
Pony's current tour of duty ends soon, but he is already planning for a second career in broadcasting.

He is due to leave the Royal Navy in December, when he begins resettlement training with BFBS, which he hopes will lead to bigger and better things.

Diamond team to fly no more



● On display – two Gazelles flown by 705 Naval Air Squadron.



● TWO fast-moving teams have formed an affiliation which they hope will benefit both. 899 Naval Air Squadron, from RNAS Yeovilton, has linked with the Ian Taylor Motor Racing School from Thruxton, to promote Naval aviation. Pictured with a Sea Harrier are (left to right) Patrick Blakeney (operations manager), Lt Frank Hopps RNR, Lt Rod Player (in Formula Renault car), Andrew Franklin (manager) and Bill Coombs (managing director).

THE ROYAL Naval Air Squadron which supports the Navy's helicopter display team has disbanded.

705 Naval Air Squadron, whose primary role is to train young officers in their sub-specialisation as helicopter pilots, celebrated its Diamond Jubilee last summer.

But the four-man RN Helicopter Display Team, based at 705 Sqn, has disappeared along with the rest of the squadron.

The team, which flew Gazelles in pairs and solo displays, appeared at numerous major air shows over 1996, including Cudrose Air Day, Biggin Hill, Yeovilton Air Day and the Silverstone British Grand Prix.

Over the 1996 display season, between April and September, more than a million people saw the team.

Practising and performing at air shows was a secondary role of the

pilots, who undertook the responsibility in addition to normal duties as helicopter instructors.

But 705 Sqn's old home base has its own jubilee party planned – RNAS Cudrose's Golden Jubilee will be celebrated on two days in July.

The first day, July 25, will concentrate on ex-Seahawk veterans and spouses, and a reception will be held to allow friendships to be renewed.

A number of historic and modern aircraft will be on display, along with an exhibition of Cudrose's history.

July 26 is Cudrose International Air Day, including a flying display.

Seahawk veterans wishing to attend the air show should contact Dermot Hickey at the Golden Jubilee Office, Princess Royal Building, RNAS Cudrose, Helston, Cornwall TR12 7RH, with details of name, rank, and department at Seahawk, along with dates, and present address.

It's down periscope at Science Museum

WHEN the Science Museum needed to remove a periscope from public display, there was only one place to look for help.

The London museum's budget would not stretch to paying manufacturers Barr and Stroud to do the work, but they suggested the necessary expertise could be found at the historic home of the Submarine Service, HMS Dolphin.

With the approval of Captain Daniel Conley, Dolphin's Commanding Officer, the job was surveyed and a lifting clamp borrowed from the Periscope Workshop at Devonport.

Then, after the museum had closed for the day, the bottom end of the periscope was stripped down by CCWEA Taff Price and CPOWEA Tom Sheehan, and lifted clear of its supports by Atlas Industrial Removals. It is now at the museum's storage facility at Wroughton.

The periscope, a CK11 search device was built in 1945 and was at sea for around 13 years in three boats, including HMS Springer and HMS Tiptoe, both based at Portland. Constructed of brass, the periscopes of the post-war era were easily damaged and quick to wear at sea – but number 282 has continued in useful service for more than 50 years.

It was bought by the Science Museum in 1958 for £15 and put on display in 1961.

And despite the lack of Naval maintenance since then, it was still possible to see through the instrument.



● Final team – the 1996 RN Helicopter Display Team during their last season together: from left, Lt Andrew Lauretani, Lt Rich Sutton, Lt John Brotherton (display team manager) and Lt Luke Morgan.

Award for hero

YACHTING hero Peter Goss has been awarded the HMS Hurricane Trophy for his rescue of a Vendee Globe race rival in the stormy Indian Ocean.

The trophy commemorates the activities of World War Two destroyer HMS Hurricane, which in eight months rescued more than 1,000 survivors of ships torpedoed by U-boats, earning herself the nickname the Atlantic Lifeboat.



● All smiles – TV presenter Anthea Turner with members of HMS St Vincent's ship's company on board HMS Belfast during the Christmas special. The Commanding Officer, Lt Cdr Carolyn Crumplin, is second from the left.




● Festive sunshine – the Two Four crew film Simon Weston and members of HMS Lancaster's ship's company on the lawn of Government House in the Falklands.

TV special draws big audience

ITV's 90-minute Christmas live link-up with the Navy worldwide pulled in an audience of 15.5m people.

"Christmas Day with the Royal Navy", shown in five sections, reunited naval families with their loved ones abroad, including Hong Kong, the Falklands and Croatia.

Hosted by Anthea Turner, the most popular segment of the show, shown across the entire ITV network, was seen by six million.



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NEWSVIEW

Nobody does it better

THE PRODUCERS of the 18th Bond film have finally come up with a story line – and one with the strongest ever RN involvement.

The Navy has figured in several other Bonds. After all, the silver screen's supreme action hero is a Navy man. Royal Navy, that is.

We may be a bit biased, but there are a few good reasons why a Navy man is properly cast in the role of solo policeman of the globe, saving the same from destruction at the hands of a succession of impossibly well-resourced megalomaniacs.

More latterly, movie makers have chosen their super heroes with less care for background. Indiana Jones is an archaeologist, for heaven's sake. Marginally less likely is 'Dumb and Dumber' star Jim Carrey's manic Ace Ventura – Pet Detective...

The 'can-do' tradition in the RN is a long one, expressed around the turn of the century by the fond belief that "there is nothing an experienced Naval officer cannot learn in the space of a fortnight".

Which was nonsense even then, of course... But as an article of faith it still reflects a certain talent for compromise and invention which underpins agent 007's ability to get himself out of a tight spot.

Bond's creator Ian Fleming was a Navy man, too. Working in Naval intelligence in World War II, he came up with a few offbeat ideas of his own – some of them hare-brained in the extreme – which no doubt inspired the creation of bag-of-tricks man 'Q'.

'Q' may regard Bond with the boffin's traditional thinly veiled contempt for the action man he suspects will fail to make proper use of his ingenuity. But Navy men also have their moments of inspiration – take, for example, the ski jump at the end of our carriers' flight decks.

Cutting edge

The Bond film stunts joyously suspend belief – but they take a justifiable pride in being played for real rather than created by computer, which is the current, not altogether satisfying vogue.

And they have always been at the cutting edge of technology, showcasing some of the key scientific – not necessarily military – advances of the past 35 years.

So the Navy's Director of Public Relations has rightly given his full support to "Bond 18", newly come of age in the 1990s after the success of *Goldeneye*. His recruiting counterpart will also do well to cash in on Cdr James Bond's latest venture on Her Majesty's Senior Service.

His spirit left these shores last month with the latest RN global deployment – to the Far East, setting of Sean Connery's memorable "reincarnation" surfacing in one of HM submarines, whose nuclear successors have lately shown their ability to show up anywhere they like on the world stage: "You only live twice, Mr Bond."

His appeal, now spanning three generations, is seemingly ageless.

And when you think of the elements of Bond that make up the movies' most successful formula, the Navy comes to the fore in all of them – in action adventure above and below water, in the air, in snow, desert and jungle, in invention and in high-tech wizardry.

And in the end, of course, he always gets the girl. And all the nice girls love a sailor.

ROYAL NAVAL SALON CULINAIRE

Top chef treated to a taste of haute cuisine

LUNCH at the Dorchester was part of Chef Tony Spreadborough's prize after he won two gold medals and the Prix D'Honneur for best overall entry in the 13th Royal Naval Salon Culinaire.

Tony, currently serving in the frigate HMS Campbelltown, was invited to give his verdict on the famous London hotel's cuisine by Capt Sir Donald Gosling, RNR.

The Chairman of National Car Parks was guest of honour at the Salon Culinaire held at HMS Nelson. HMS Raleigh headed the

honours list with four gold medals, two silver and two bronze plus one merit – but the host establishment was a close second.

RESULTS

Special Awards

Best Junior Entry – Chef J.L. Thomson, HMS Raleigh.

Prix d'Honneur – Chef A. Spreadborough, HMS Campbelltown.

Live events

Junior Fish: Silver – Chef P.S. Loaring, HMS Drake; Bronze – Chef M.B. Trotter, HMS Neptune; Bronze – S. Louth, HMS Excellent; Merit – Chef J.P. Dixon, HMS Nelson.

Royal Naval Chef of the Year: Gold – LCh R.M. Brown, HMS Sultan; Silver – Cpl K. Clay, CTCRM; Silver – POCA M. Sommerville, FOSF; Bronze – LCh C. Brown, HMS Heron; Bronze – LCh K.A. Oliver, HMS Nelson.

Catering Officers Event: Gold – Lt M. Yates, HMS Nelson; Silver – Lt R. Kerwood, HMS Dolphin; Bronze – WOCA G. Revell, HMS Seahawk; Merit – Lt P. Darlow, HMS Dryad; Merit – S/Lt D. Noon, HMS Dolphin.

Young Cook of the Year: Gold – WChf C. Burns, HMS Raleigh; Gold – WChf N. Halton, HMS Nelson; Bronze – Chef A. Hearn, HMS Dolphin; Merit – Chef P.S. Loaring, HMS Drake; Merit – Chef S. Ferguson, HMS Raleigh.

Open Cook and Serve: Silver – P.S. Mutton, HMS Drake; Silver – D. Gaunay, HMS Drake; Merit – Chef D. Roberts, HMS Nelson; Merit – STD T.J. Heffer, HMS Nelson; Merit – Chef S. Whitworth, HMS Seahawk; Merit – WSTD V. Ollis, HMS Seahawk.

Cuisine Deuxmille: Gold – LCh A. Spreadborough, HMS Campbelltown; Silver – Cpl J. Westwood, CTCRM; Bronze – LCh J. Hutchings, HMS Manchester; Bronze – POCA M. Sommerville, FOSF; Merit – C. Jones, RH Haslar; LCh P. Bevington, HMS Nelson; J. Hollowood, HMS Excellent.

Young Steward of the Year: Silver – STD P. Cain, HMS Grafton; STD G. Smith, HMS Seahawk; Bronze – WSTD V. Ollis, HMS Seahawk.

HMS Seahawk.

Static Classes

Celebration Cake Sugar Paste: Merit – Chef J.P. Dixon, HMS Nelson.

Cold Buffet Platter Meat: Gold – Chef S. Woloch, HMS Seahawk; Silver – Mne P. Richardson, CTCRM; Bronze – WChf N. Halton, HMS Nelson.

Cold Buffet Platter Fish: Gold – Chef J.L. Thomson, HMS Raleigh.

Works in Chocolate: Silver – M. Rothery, HMS Raleigh; Merit – Std S. Aberdeen, HMS Rooke.

Decorated Celebration Cake Royal Icing: Gold – WO2 T. Pares, CTCRM; Silver – Cpl K. Green, CTCRM; Bronze – Chef C. Myers, HMS Seahawk; Merit – LCh G.R. Kelly, HMS Drake.

Decorated Celebration Cake Sugar Paste: Gold – T.A. Keener, HMS Drake; Silver – Cpl D. Edwards, CTCRM; Merit – Chef C. Sloan, HMS Newcastle; Chef L.D. Carstairs, HMS Nelson.

Decorated Torte: Silver – LCh P.E.G. Sutcliffe, HMS Drake; Bronze – Chef M.G. Peach, HMS Heron; Merit – LCh J. Hutchings, HMS Manchester; Chef J.G. Lewin, HMS Newcastle.

Yeast Work: Bronze – Chef W.T. Gradon, HMS Fearless; Chef R.J. Tame, HMS Fearless; Merit – POCA G.D. Edwards, HMS Drake; LCh C. Newbold, HMS Sultan.

Plated Cold Sweet: Silver – Sgt P. Lovell, CTCRM; LCh D. Northeast, HMS Nelson; Merit – LCh G.P. Collins, HMS Dolphin; Sgt R. Whitlam, CTCRM.

Show Platter of Meat: Gold – Cpl M. Bath, CTCRM; Silver – Chef E. Coe, CTCRM; Bronze – LCh S. Field, HMS Nelson; Wstd V.E. Ball, HMS Northumberland; Merit – Chef L.D. Carstairs, HMS Nelson.

Show Platter Game: Gold – CPOCA A. Hancock, HMS Raleigh; Cpl P. Lovell, CTCRM; CPOCA P. Oatway, HMS Nelson; Silver – Chef D. Wilkins, HMS Sultan; Chef R.J. Burgess, HMS Nelson.

Show Platter Fish: Gold – Chef A. Spreadborough, HMS Campbelltown; Silver – Cpl K. Clay, CTCRM; Bronze – Ms D. Jones, HMS Sultan; Merit – LCh K. Scott, HMS Dolphin; LCh C. Newbold, HMS Sultan.

Show Platter Poultry: Gold – CPOCA A.R. Phillimore, HMS Nelson; Bronze – LCh D. Gray, CTCRM; Chef D.E. Gaskell, HMS Nelson; Mne J. Tooley, CTCRM.

Danish Open Sandwich: Silver – Mrs P.D. Arcy, HMS Raleigh; Bronze – LSTD P. Dacre, 849 NAS.

Packed Meal and Napkin Folding: Gold – LSTD P. Dacre, 849 NAS; Bronze – Mrs P.D. Arcy, HMS Raleigh.

Works in Fat: Gold – C. James, HMS Raleigh; Silver – Chef C.J. White, HMS Dolphin; Bronze – Chef M. Sheppard, HMS Drake; Merit – WSTD V.E. Ball, HMS Northumberland; WO2 N. Brazzo, CTCRM; Chef J. Hockenhill, HMS Seahawk.

Plated Four Course Dinner: Silver – Sgt P. Bentley, CTCRM; Bronze – WChf S. Watkins, HMS Nelson; Merit – Mne M. Fenwick, HMS Fearless.



● Lunch and a conducted tour of the kitchens at the Dorchester for Chef Tony Spreadborough of HMS Campbelltown, top chef at the RN Salon Culinaire seen here (right) with the hotel's executive chef Willi Elsener and Capt Sir Donald Gosling, RNR.

East beckons task group



● **West-based, East-bound** – Type 22 frigate HMS Beaver sailed from Devonport to join Ocean Wave.

Devonport ships to join fleet later

ALTHOUGH two vessels based in Plymouth have already joined the Ocean Wave task group, others will follow for shorter periods later in the year.

Type 22 frigate HMS Beaver sailed from the West Country the day after the main fleet left Portsmouth, and Trafalgar-class submarine HMS Trenchant sailed shortly after Beaver.

Survey ship HMS Herald sailed at the same time as

the Portsmouth ships, but she is not due to join them until later in the year.

Next out will be another Type 22 frigate, HMS Chatham, which is due to leave in March for up to three months.

The final element, submarine HMS Trafalgar, will also have up to three months of official Ocean Wave programme to complete before the group returns to home waters in August.

Early start

THERE was barely time for the farewells to fade before the Ocean Wave task group was in action.

Having passed Gibraltar, the fleet has split, with the amphibious group heading for a Suez Canal transit at the beginning of this month.

Meanwhile the carrier group has conducted a five-day anti-submarine exercise off France, and the ships then carried out their own programmes of visits.

Among those ports visited, or to be visited this month, are Alicante and Barcelona in Spain, Toulon in France, Livorno and Cagliari in Italy, Piraeus in Greece, Haifa in Israel, Alexandria in Egypt and Istanbul in Turkey.

The carrier force will then follow the amphibious group through the Suez Canal, at the end of this month.



● **Countdown** – aircraft from 801 Naval Air Squadron, led by the Commanding Officer, Lt Cdr Clive Baylis, showing the new colour scheme during a formation flypast.

Picture: LA(Phot) P. Hanson.

Squadron cheques in

AIRCRAFT from 801 Naval Air Squadron have joined the Ocean Wave deployment bearing a new colour scheme.

The Sea Harriers, pictured during a recent flypast, now carry chequered squadron identification markings on the tail fins.

During the seven-month Ocean Wave deployment, 801 Sqn aims to make full use of the varied training potential, including involvement in major exercises and operational flying in the Northern Gulf on Operation Southern Watch.

There is a heavy Fleet Air Arm involvement in Ocean Wave, with elements of eight squadrons involved – 801, 815, 819, 820, 845, 846, 847 and 849, involving Harriers, SeaKings, Lynxes and Gazelles.

In a typical example, 846 Squadron, this meant four SeaKing helicopters, 80 personnel and all support and maintenance equipment which had to join the task group in the Channel.



● **Watchful** – Leading Aircrewman Mike Rendall of 820 Sqn looks on as squadron members embark on HMS Illustrious.

● From front page

around the world.

The presence of seven RFA ships, a third of the flotilla, means the task group will be self-sufficient, and also adds further operational options with their aircraft-handling capabilities.

Highlights of the deployment include Setia Kawan, a major amphibious exercise with the Royal Brunei armed forces at the end of March, and Flying Fish, an air-defence and anti-submarine exercise off Malaysia with forces from the other Five Power Defence Arrangement countries – Malaysia, Singapore, Australia and New Zealand.

40 Commando Group of the Royal Marines will be with Ocean Wave throughout, with the contingent doubling to around 1,600 when HQ 3 Commando Brigade and elements of 42 and 45 Commandos join for the Brunei exercises.

Captain Jonathon Band, Commanding Officer of Illustrious, spoke of the two main emotions as the force set sail from the South Coast – excitement at the chance to see far-flung countries, mixed with sadness at leaving

families and friends for seven months.

In the case of his ship, he said the families of around a third of the crew would fly out to meet them at some time during the deployment, but for the other 800 or so they will not see their families again until the late summer.

Armed Forces minister Nicholas Soames also acknowledged the difficulties faced by personnel away from home for months on end, and said: "I wish everyone well who takes part every success – they are undertaking very important work for the country."

Ocean Wave is the largest show of strength by the Royal Navy since ships were sent out to the Gulf War.

The United Kingdom regularly sends naval task groups to the Asia-Pacific region to promote the country's interests and to allow training programmes with allied forces around the world.

The last such deployment was Orient 92, which saw a six-ship force, led by the carrier HMS Invincible, visit 29 ports in 18 countries over a period of just over six months.



● **Families watch from Old Portsmouth** as HMS Illustrious sails.



NAVY NEWS UNDER 12'S READERS CLUB

As we told you in our January issue we hope to be launching our new under 12's readers Club in July. The Club will have its own special section in Navy News.

But we need your help before the official launch of the Club! Last month we asked you to give us ideas for the Club's name and we still need lots more names to choose from, so keep thinking!

Every good Club should have a mascot and your's will be no exception.

CAN YOU THINK OF AN IDEA FOR A MASCOT

"Simon says" – send us your ideas, you can use pencils, crayons or even a computer to draw a picture of your ideal mascot. It could be an animal, something nautical or even a totally made up figure.

There's a prize for the best idea!

The closing date for the Club name or mascot is March 1st 1997.

In our last issue we told you that Navy News will make Club members birthdays very special. If you provide us with your date of birth on joining the Club you may have an entry like this on your special day.

HAPPY BIRTHDAY TO JOHN BROWN FOR 1ST DECEMBER

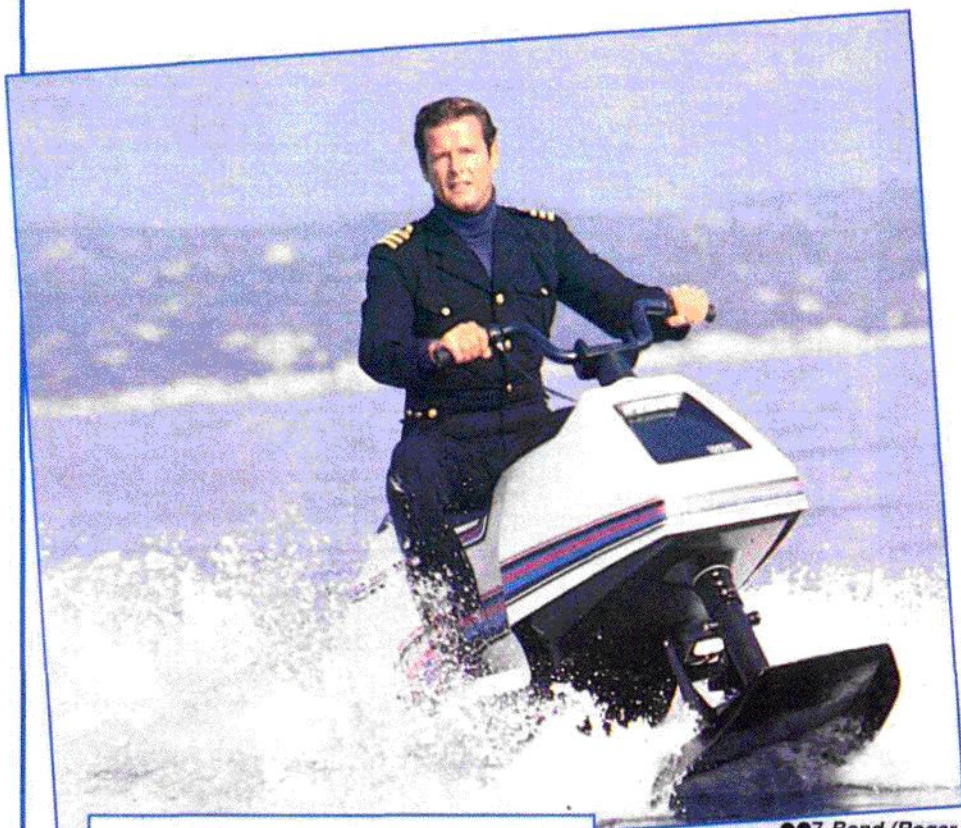


Well that's it for now but we will be back next month to let you know how the entries are going for the names and mascots for our new Under 12's Readers Club.

Send Your Ideas to:
Under 12's Readership Club, Navy News HMS Nelson
Portsmouth PO1 3HH.



On Her Majesty's



007 Bond (Roger Moore) takes a wetbike to confront villain Stromberg in his Atlantis complex in *The Spy Who Loved Me*.
Picture courtesy Eon Productions



007 Roger Moore jokes with Royal Navy officers while on location at Clyde Submarine Base, Faslane.
Picture courtesy Eon Productions

007 Bond bonanza

The James Bond series is the most successful film franchise to date, and appears to show no signs of slacking – *GoldenEye* has taken more than \$350m at the cinema box office.

Before that, *Moonraker* took over \$200m, and even *Thunderball*, from 1965, took worldwide receipts of \$141m.

It is estimated that the Bond series, including *GoldenEye* has now taken over \$2,500m.

Navy News takes a look at the two careers of a great Royal Navy hero – and the Naval Intelligence role of his creator

BOND – James Bond, secret agent, assassin, upholder of justice, saviour of the free world – and an officer in the Royal Navy.

Whether it's the Bond of the novels by Ian Fleming or the Eon Productions films, there is no mistaking the Royal Navy hallmarks that make 007 such a massive icon – discipline, integrity, resourcefulness, and a supreme self-confidence among them.

Fleming was a member of the Royal Naval Volunteer Reserve, rising to the rank of Commander during World War Two, and was personal assistant to the Director of Naval Intelligence, at first Admiral John Godfrey, later Captain Edmund Rushbrooke.



Commander James Bond RNVr operated at a later date (the books were published between 1953 and 1966), at a time when the UK could not match the size and technological clout of the two superpowers, but was a world player through sheer Britishness, as exemplified by 007.

Bond's early education was abroad, his father being a foreign rep for Vickers, but his parents died in a climbing accident when he was 11, and he was brought up by an aunt in Kent.

A short spell at Eton, which ended messily, was followed by Fettes, where he became an accomplished fighter and judo practitioner, and at 19, in 1941, he joined what was later to become the Ministry of Defence.

The "confidential" nature of his duties required him to assume the rank of lieutenant in the RNVr, rising to commander by the end of the war, and his parallel Civil Service career took him to the level of Principal Officer.

In the novels he is frequently

007 By Mike Gray

introduced as Commander Bond, for example in *Thunderball* when he is welcomed aboard the US Navy's nuclear submarine Manta, though on that occasion he modestly refers to himself as merely a "chocolate sailor".

The book Bond is a very different creature to the more widely recognised Bond of the films.

In the novels, Fleming attempted to flesh out a complex Bond, a character who suffers self-destructive boredom between jobs, who is cold-eyed and ruthless but dislikes killing in cold blood, and who is vulnerable, so as to avoid him becoming a cardboard figure of fun.

Bond takes his orders from M, the retired Admiral Sir Miles Messervy, who is plainly a father-figure to Bond, and bears many similarities to Admiral Godfrey.

The 007 trademark of the man (the Double-0 section are those licensed to kill) seems a burden at times, and the sheer bureaucracy of secret service paperwork is anathema to the moody Bond.



Naval references and allusions abound. In one novel, Bond's section is run by someone in the style of a petty officer, while his cars – generally a Bentley, though he enjoyed a jaunt across Europe in *Goldfinger* in an Aston Martin DBIII from the Secret Service pool – are usually battleship grey.

In *From Russia, With Love* the beautiful Russian defector tells Bond how she regards the Naval hero on the Players cigarette packet as her ideal man.

Mr Big, the voodoo-shrouded villain in *Live and Let Die*, worked for US Naval Intelligence in Marseilles during the Second World War, according to Fleming, though he then turned against his

masters by working for the Russians.

The Secret Service offices during night shift are described as humming with suppressed activity like a battleship in harbour, and in Bond's "obituary" in *You Only Live Twice* 007 is described as having "the Nelson touch".

Early Bond films follow the books more closely than the later ones, though wry one-liners are the first indication of the direction the later scripts will take.

As the films built a huge international following, so the budgets increased and the celluloid 007, now a regular Navy man – took on a life of his own.



Connery and Moore often found themselves in uniform in a naval setting, whether borrowing a nuclear submarine to catch a nuclear submarine, being rescued at sea from an escape pod or lifeboat, or stepping from a coffin into a Naval vessel following a "burial at sea".

Naval advice was sought in matters of detail, and equipment with a Naval link was frequently seen.

For example, the Navy used the Hiller helicopter as a basic trainer in the 1970s, and the machine "flown" by actress Honor Blackman as Pussy Galore in *Goldfinger* turned up fully restored in the colours of 705 Naval Air Squadron at RNAS Culdrose's Air Days in 1994.

And as the Bond films became more and more fantastic and far-fetched, with Q's gadgets often raising eyebrows (not just in the case of Roger Moore), so another strength of the Royal Navy was seen to its best advantage – the Navy has never been afraid to embrace new technology, and Bond's willingness to use the hardware is no more than would be expected from any Naval officer.

And what a superb advertisement for the vitality of a Navy career 007 is – Commander James Bond is actually getting on for 75 years old...

007 Ten novel Bond facts

1. Bond's car is a 1933 4.5 litre Bentley convertible with Amherst-Villiers supercharger.
2. His father Andrew was Scottish, and his mother, Monique Delacroix, French Swiss – the continental connection of his mother's nationality and his father's job as foreign rep giving Bond his fluency in French and German.
3. His favourite cigarettes are Morland specials, featuring three gold bands which match the three gold rings of the rank of Commander. Fleming smoked them, too.
4. His one constant female companion is his stern Scottish housekeeper May.
5. Bond has a golf handicap of nine – though with practice he could have been scratch.
6. Bond's original preferred weapon was a Beretta .25 pistol.
7. He lives in a flat off the Kings Road, Chelsea.
8. Jet-setter Bond is said to love trains and is excited by train journeys.
9. His newspaper by choice is *The Times*.
10. His favourite breakfast when at home in London is two large cups of black coffee without sugar, a brown egg boiled for 3 minutes 20 seconds, two thick slices of wholemeal toast, buttered, with honey, strawberry preserve, and vintage Oxford marmalade.



007 Three subs fill the interior of the world's largest film stage, built at Pinewood for *The Spy Who Loved Me*. It took seven months to construct the set.
Picture courtesy Eon Productions

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●●7 Spymaster – Commander Ian Fleming in uniform in Room 39 at Whitehall. Picture Weidenfeld and Nicolson Archive

Author's life yielded clues for spy novels

FLEMING'S life and lifestyle provided many of the ideas and much of the detail of the Bond novels.

He moved in exalted circles of titled families, prominent artists and politicians, and his early career saw him working as a journalist in the Soviet Union while undertaking a little freelance intelligence-gathering, but also allowed him time for golf trips across the Channel and motor tours to the Alps and beyond.

As Personal Assistant to the Director of Naval Intelligence during the war, Fleming was apparently frustrated by his need to avoid operational duty, being an important part of Room 39, the "think tank" of Naval Intelligence – a frustration made clear in Bond's dislike of Civil Service paperwork and routine.

Fleming's jobs saw him flying to exotic locations around the world, attending to intelligence arrangements or as a senior newspaper executive, and the globetrotting exploits of Bond have deep roots in these travels, while the rarified atmosphere of his circle of friends gives Fleming an inside knowledge of luxury brands and good food and drink.

Elements of Fleming's life are thrown in. In the short story *Octopussy*, the central figure visited by Bond lives by a Caribbean beach and spends much of his time among the tropical fish of the reef, much as Fleming did at his home, Goldeneye, in Jamaica.

Another example, in *The Living Daylights*, sees Bond attracted to a Soviet Bloc cello player with golden hair while he tetchily waits to assassinate a Soviet marksman. Bond compares the musician to "Amaryllis someone" – Fleming's sister Amaryllis was an accomplished cellist. The Soviet cellist turns out to be the would-be assassin.



●●7 Bond emerges from his coffin after a burial at sea in order to attend a meeting with M aboard a Royal Navy vessel off the coast of Japan – but his enemies are wrong-footed by Bond's 'obituary' (right). Pictures courtesy Eon Productions

007 Short career for Bond star

THE SEEDS of Sean Connery's superstar status lie in 007 – but the spectre of typecasting and the need to prove his talents in other roles meant the actor parted company with the spy at the height of Bond's success.

Connery himself had a brush with the Navy as a youngster. Born in Fountainbridge, Edinburgh, the young Thomas Connery took a succession of jobs when he left school, including milkman's assistant.

Rather than join many of his contemporaries in the army, Connery enlisted in the Royal Navy as an able seaman, with

the intention of seeing something of the world.

But the initial signs were not promising – after a spell at a base in Scotland, Connery went to Portsmouth, where he enjoyed some success in the boxing ring.

But biographers record that Connery's personality did not adapt easily to the unquestioning obedience and pecking order of the Navy, and although a fit man, a suspected duodenal ulcer led to him being invalided out – and eventually to worldwide fame and recognition as one of Britain's finest actors.

BRITISH NAVAL COMMANDER MURDERED



In the early hours of this morning, in an Hong Kong Hotel bedroom, was discovered the body of the British Naval Commander James Bond.

The body was discovered by two Police Inspectors of the Hong Kong Police Force, who answered an emergency call from a nearby bar. The gunfire was heard by people in the street below, and the police were on the scene within

Real drama during filming

Bond's Royal Navy background was prominently displayed in the 1977 film *The Man with the Golden Gun*.

Originally for a film in which a pair of nuclear submarines go missing, some scenes were shot in at the Clyde Submarine Base in Faslane.

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sent out to he world, but Bond sorts them out with of a hunter-killer sub.

nt to great lengths to ensure accuracy, convincing mock-up of a submarine control a huge set at Pinewood Studios which

five-eighths size models of nuclear sub- within the hull of the supertanker. Under Tony Taylor recalls the film crew at

particularly in one scene needing some skill. is a shot where James Bond is walking

down the jetty at Faslane," said Cdr Taylor.

"In the background you see HMS Walrus, and I was the First Officer. We had to do several shots to co-ordinate the speed of the submarine with the speed of the actors walking along."

In return, Eon made a donation to the submarine – and gave the wardroom a box of cigars.

The surface fleet also features in the film, as sequences were shot in the Med using assault ship HMS Fearless.

Members of the ship's company helped build an escape pod launched in the ship's dock. The capsule, containing Bond and Bond girl, was set adrift and recovered for the finale.

During filming, Fearless had a genuine drama to cope with when a Greek cargo ship's engine room caught fire and the flames spread. A Naval party put out the blaze, making safe large quantities of dangerous cargo, including acid, paint and fuel. Nine men won bravery awards.

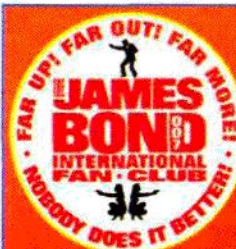
The ship received a final message from Eon: "From James Bond film unit to HMS Fearless. Many thanks for a good shoot. A highly-eventful week when many were stirred but none were shaken. Signed 007."

007

The six Bonds

FLEMING'S James Bond is said to resemble Hoagy Carmichael, but to many cinema-goers the first face that comes to mind when thinking of Bond is that of Sean Connery, who played 007 in six of the first seven Eon films, plus *Never Say Never Again*.

Roger Moore matched Connery with seven appearances as Bond between 1973 and 1985, while Timothy Dalton starred in 1987 and 1989. Bond 18 will be Pierce Brosnan's second outing as 007, leaving two once-only spies – George Lazenby in *On Her Majesty's Secret Service*, and David Niven (Kissy Suzuki's hero in the book *You Only Live Twice*) in *Casino Royale*.



Win Bond's Girls and join the club

The James Bond 007 International Fan Club and Archive has teamed up with *Navy News* to offer four great prizes in a 007 competition.

First prize is Gold Card Club membership, worth £50, and a signed copy of Graham Rye's glossy pictorial celebration of "The James Bond Girls", published by Bantam at £9.99.

Three runners up will each receive a copy of the book.

To enter, answer these three simple questions:

1. What was the title of the first Bond film?
2. What character did Honor Blackman play in *Goldfinger*?
3. Which actor left his fangs out to play Scaramanga in *The Man with the Golden Gun*?

Write the answers to the three questions with your name, address and telephone number, and send to:

Navy News 007 Competition, Leviathan Block, HMS Nelson, Portsmouth, PO1 3HH, by Friday, April 4, 1997.

All correct entries will go into a prize draw conducted at the *Navy News* offices in April 1997, and the winner will be announced in the May edition. Entries cannot be returned.

The judges' decision will be final. No correspondence will be entered into. Employees or relatives of *Navy News* staff are not eligible to enter this quiz. No alternatives to the prizes can be offered.

Bond – the whole story

007's exploits have won him worldwide acclaim – and the honour of an impressive Fan Club and Archive, run by Graham Rye, with members in more than 40 countries.

To join, or for information on Bond and access to the Club's extensive archive, telephone the 24-hour information line on 0839 008007 (UK only, calls 49p/min at all times), or write sending First Class SAE (overseas enclose International Reply Coupon) to PO Box 007(NN), Addlestone, Surrey KT15 1DY.

Colour from the darkest days



WORLD WAR II has been called "the war that was fought in black and white". In fact although very little colour material survives in the UK archives, Germany and the USA produced a good deal, surprisingly rarely seen.

The two examples reproduced here come from a pair of albums released by Histoires & Collections - US Army Photo Album (£19.95) compiled by Jonathan Gawne, and U-Boote 1935-1945 (£19.95) by Jean-Philippe Dailies-Labourdette.

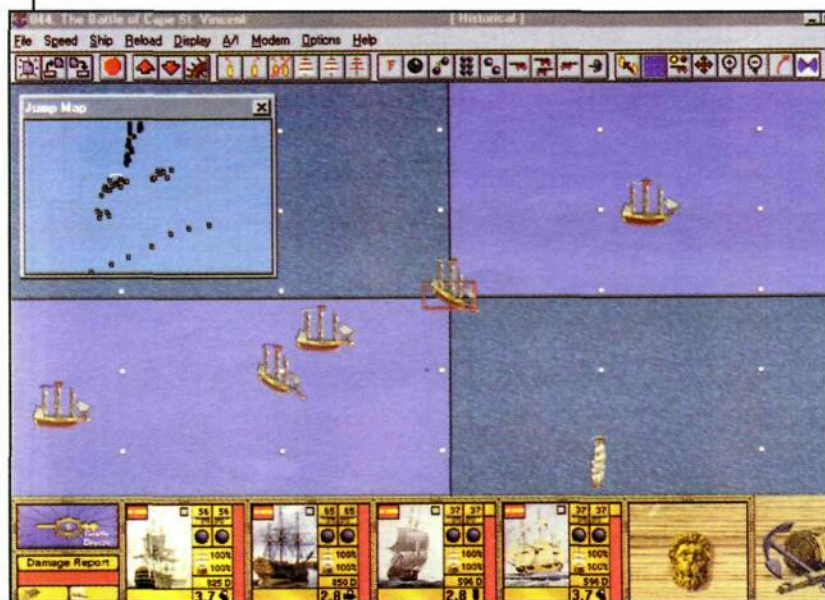
The former features a whole section on the US Army D-Day preparations in Britain - including the photograph (right) of RN LCAs moored three deep which illustrates the severe crowding in the invasion ports.

Because many of these pictures are said to be in poor condition - and, so it is said, do not convey the normally accepted image of the dark days of conflict - they are kept separate from the mainstream historical archives. This book claims to reproduce the best and sharpest of the collection.

When it came to exploiting the success of their U-Boat men the German propaganda machine pulled out all the stops. Bouquets and cine cameras awaited the arrival at Saint-Nazaire of the likes of Erich Topp (left), the commander of U-522.



Nelson touches on reality



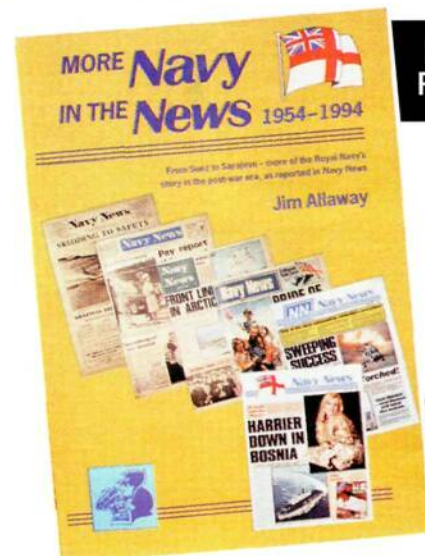
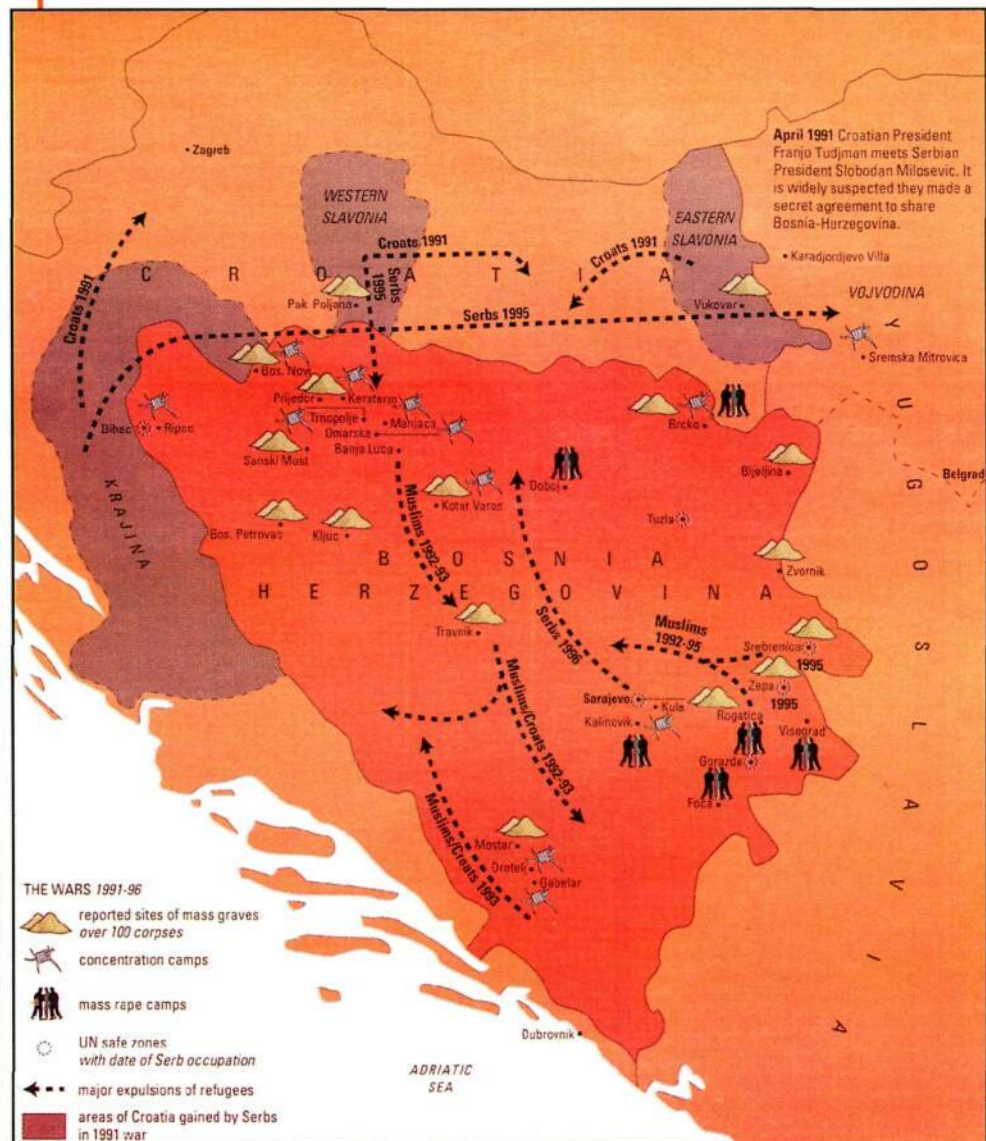
THE BATTLE of Cape St Vincent (see page 13) is one of 100 scenarios included in Age of Sail (Empire Interactive £64), an original real-time 3D naval combat strategy game for the PC CD ROM from the creators of the award winning Battleground range.

You can control a single ship, a squadron or an entire fleet without getting your feet wet...

SCENE of the RN's most intensive operations in recent years, the former Yugoslavia features strongly in the new edition of the critically acclaimed State of War and Peace Atlas (Penguin £10.99), produced by Dan Smith, Director of the International Peace Research Institute, Oslo.

This map shows the progress of the ruthless and effective "ethnic cleansing" campaigns that moved apart peoples who once lived together in Bosnia-Herzegovina and Croatia.

Maps that were drawn in blood



From Suez to Sarajevo — more of the Royal Navy's story in the Post War Era

Following the success of 'The Navy in the News' a second volume was published to mark the 40th anniversary of the newspaper of the Royal Navy — once again drawing on its unique file of the Senior Service at work in the post war era. 243 items — with an introduction by HRH The Prince Of Wales.

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At Your Leisure

Shades of meaning in the days of sail

THREE brine-soaked classics re-issued by Conway Maritime are headed by Admiral William Smyth's *Sailor's Word-Book* (£15), a dictionary of nautical terms he completed just before his death in 1865.

Of the 14,000 entries many are now obsolete, but this is far from being simply a period piece.

As well as de facto terms dealing with every aspect of ships and the sea, the author includes a wealth of galley slang which has become part of the language.

While contending that "all vulgarisms, as far as practicable, should be indignantly spurned from our noble English", he hints that there were more practical reasons for restraint: "I recollect at a court-martial holden on a seaman for insolence to his superior, the lingo used by the shrewd culprit was liable to be thought respectful or otherwise according to the manner of utterance, and he was admitted to the benefit of the doubtful meaning..."

The other titles in the set are *The Great Days of Sail* (£7.99), the reminiscences of tea clipper captain Andrew Shewan published in 1927; and *Old Whaling Days* (£7.99) by Captain William Barron, a glimpse of the last years of whaling fleets under sail from Hull, Peterhead and Aberdeen which first appeared in 1895.

New light on the loss of HMS Queen Mary Jutland tragedy down to human error, not bad design maybe

ONE VITAL factor in the spectacular loss of HMS Queen Mary and other British battlecruisers at Jutland in 1916 that is often overlooked is the actual handling of the cordite propellant during the action.

The magazines and the shell rooms were in fact provided with a wide range of safety devices and checks in the way of automatic flash-proof doors, hatches and ports in the supply chain.

Also, vent paths had been established to dissipate the effects of an internal flash – although the British propellant did not lend itself to controlled venting since, unlike its German equivalent, it tended to explode rather than flare up.

Unfortunately, during the heat of battle these safety mechanisms would be by-passed by crews intent on achieving a high rate of fire: various openings were left ajar for the rapid movement of personnel and charges.

In an article on the loss of the Queen Mary in the annual

Warship 1996 (Conway Maritime £26), M.W. Williams makes a convincing case for there being less of "something wrong with our bloody ships", as Beatty put it, than there being something dangerously wrong with the way they were fought.

He points out that during the early years of the war, in action it was the practice to remove the lids of propellant cases in the magazines before they were passed through the flash-proofed hatches into the handling room.

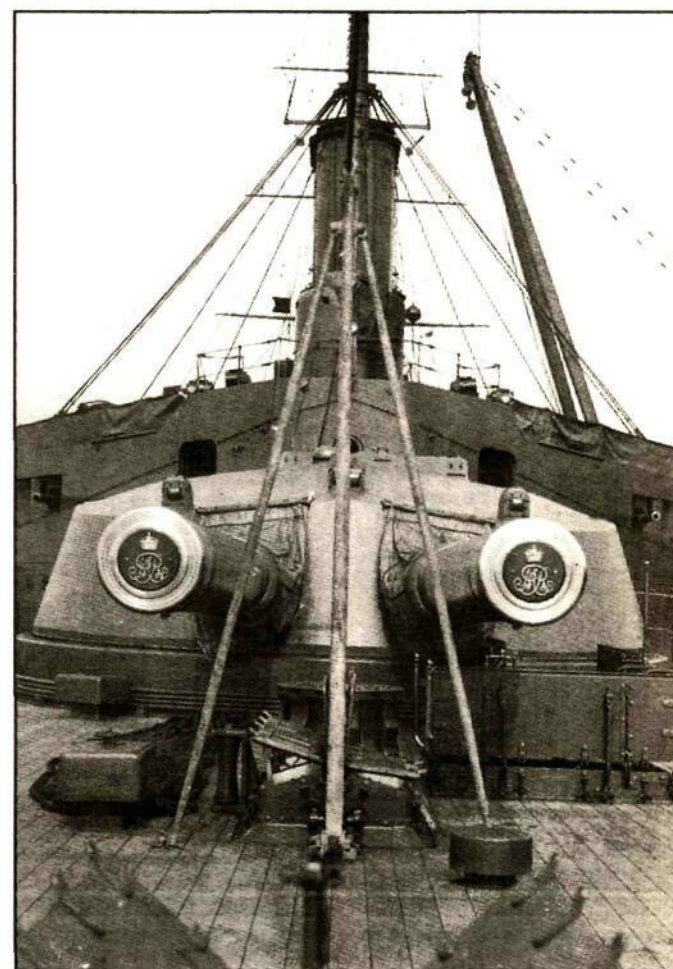
Compounding this, stacks of charges could pile up in these rooms in the lower trunk, with their powder igniters uncovered: "All of these effectively nullified a mounting's in-built anti-flash devices."

Williams quotes the account of AB Seaman Gunner G.F. Bowen RNVR on board the Queen Mary's near sister HMS Princess Royal at the Heligoland Bight action: "I arrived down in 'A' magazine within a few seconds of the 'Action' bugle, and we loaded the hopper and got about five rounds in the handling room. Then there was a lull, during which we stripped off our flannels, opened up plenty of cases and waited."

It is very likely, Williams argues, that such a custom was adopted by the eager magazine handling parties of the Queen Mary – with fatal results.

Following an intense bombardment from the Seydlitz and the Derflinger (the latter's gunnery commander noting that his opponent was firing "with fabulous rapidity") the Queen Mary blew up in an enormous cloud of smoke and steam that provided one of the most familiar photographic images of the battle. Of 1,286 officers and men, only 20 survived.

She did not, however, as was reported at the time, break her back. When in 1991 the survey ship Cable Protector carried a joint services diving team to the site of the wreck it was found that she had completed a capsize to port and lay



● HMS Queen Mary's 'X' turret. Three of the four seamen whose eyewitness accounts of the loss of the battlecruiser at Jutland are recorded in *Warship 96* managed to escape from it after it was unseated by heavy German shells.

completely upside down, the shattered remains of her once dominating and mighty upper works driven into the yielding sea bottom.

Other items in this always fascinating selection from the world's finest warship historians include Percy Scott and the Director by

John Brooks, the story of the Admiral whose greatest achievement was the adoption of the Director system of gunnery control, but whose attempts to over-publicise his work at the expense of the admiralty obscured the scale of his contribution.

Another fistful for Bruce

YOU HAVE to go back to 1961 to get to the bottom of this. There was a Japanese movie called *Yojimbo*, concerning the adventures of a renegade samurai, who turns up in some desolate township in which two rival gangs are warring for control.

(Since the weaponry being deployed included samurai swords and flintlock pistols, it was hard to figure out the precise historical period)

The hero backs first one side, then the other. He makes a little money and survives some serious g.b.h. Finally, with almost everyone else in the story dead, he slouches off in search of further desperate situations.

The End. Or rather, The Beginning. In 1964 the director Sergio Leone hired a minor American TV star named Clint Eastwood to make a picture in Italy. But Leone, being an economical sort of fellow, hadn't gone to the bother of writing an original script.

Instead, he took a copy of *Yojimbo* and adapted it almost scene for scene into a western – the first of the "spaghetti westerns", in fact, *A Fistful of Dollars*.

And so to the present and the

new Bruce Willis release, *Last Man Standing* – which turns out to be yet another rendering of *Yojimbo*.

The action is again shifted through space and time, to a Texas bordertown in the 1920s, a world of Model T Fords and Thompson sub-machine guns, of trench coats and trilby hats.

Screen Scene

Otherwise, though, the proceedings are on the lines already established: the wily tough guy playing both ends against the middle, the double-crosses, bluffs and counter-bluffs, the frequent explosions of violence. Christopher Walken is as spooky as ever as the baddest of the numerous bad guys on the scene, although he seems to be engaged with Willis in some bizarre whispering contest: the film's action may be on an operatic scale, but its acting is strictly minimalist.

Most intriguing is the look of the film, with the meteorology – dust storms and downpours – allowing things to be seen through an amber haze which appears interestingly romantic, considering the aggressively he-man nature of the subject matter.

Perhaps, though, it's a story that doesn't need to be told again for at least another couple of decades – when the tale might begin with a renegade space warrior arriving on some desolate moon of Jupiter, over which rival gangs are warring for control...

"Love comes in at the eye", the poet said, but he was over-simplifying. The ear is often involved, too. *The Truth About Cats and Dogs* is the story of an Englishman in America who listens to a radio phone-in programme about pets and is smitten with the voice and personality of its presenter.

But she has an inferiority complex about her looks (unwarranted, of course – this is a Hollywood movie) and involves her definitively glamorous neighbour in a deception which leaves the poor limey in a state of delightful confusion: there's the voice, and there's the look, both ideal, but somehow not quite in synchronisation with one another.

It's cute (there's even a roller skating dog), it's feel-good and it's totally implausible. But the cast is likeable – they're mostly unknowns except for the resplendent Uma Thurman – and so is the film, if you can manage to suspend belief for as long as it takes.

– Bob Baker

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At Your Service



Calling old shipmates

HMS Constance Association 1945-51 is searching for L/SAO Doc Whybrow, Tom Sherris, Dicky Dines and all who served during this time. Contact Ernie Balderson, 43, Old Place, Sleaford, Lincs NG34 7HR, tel 01529 413410.

"Bill" Mumford: Does anyone remember Bill, a Q-gunner rating, whose memorabilia was lost by his family after his death in 1965. Any photos etc appreciated by nephew Mike Bree, ex Ldg Wtr, at 9, Raydon Way, Great Cornard, Sudbury, Suffolk CO10 0LE.

HMS Unicorn Association seeks: Allen, Arnold, Bruffell, Connolly, Coleman, Curwen, Doherty, Eyres, Fitchett, Graham, Hooper, Hardy, Hughes, Jolley, Jeffery, Lount, McVitie, Mackinnon, Pollard, Rowling, Roberts, Rattigan, G. Smith, Skidmore, Sleath, Sandifer, Sellers, Trigg, Vernon, Wareham, Williams, Woolway and York. Contact Boz at 01442 255821.

HMS Galatea: If anyone would like a copy of all RN personnel killed on the night the Galatea was sunk, December 14, 1941, contact one of the few survivors, Jimmy James, on 01530 833150.

HMS Kale 1942-6: Lew Ayres is seeking ex-crew, especially Freddie Mann, Alf Smith or any more of "The Sussex by the Sea." Lew is at 44, Tring Gdns, Harold Hill, Romford, Essex RM3 9EP, tel 01708 346371.

Ex-Lt Cdr Tom Mahaffey was best man at Mr and Mrs Sonny McNeilly's wedding, and they would like to contact him before their Golden Wedding on March 29. He was known to be living in the Portsmouth area in the 1970s. Contact ex-CPO Sonny McNeilly at No.1, The Coastguard, Broadwell Hayes, Tenby, Pembrokeshire SA70 8DG.

RN Beach Signals Section No5 1996 reunion saw five plus two wives attend. Three more are in touch, but more are sought for 1997 reunion. Contact Malcolm Robinson, 18, Paganel Way, Minehead, Somerset TA24 5HA, tel 01643 705647.

HMS Woodbridge Haven, Malta and Cyprus 1955-7: LREM Tony Gilligan, Ldg Sparky Tommo, Lt Cdr Hambleton, Sub Lt Tony Walker-Powell - where are you all? Contact LEM Steve Conroy, 01903 751035. Also David Bishop would like to organise a reunion in September - contact him on

01983 811207.

Allen "Chilly" Childs, HMS Victorious: Graham Vine is going to South Africa and wants to trace Allen Childs and wife Maureen, last heard of in Cape Town/Wynberg/Simonstown area 12 years ago. Any information to Graham at 2, Herondale, Valley Park, Cannock, Staffs WS12 5UF, tel 01543 422226.

Jan Webb - any old shipmates out there? Ships include Oakham Castle, Apollo, Comet, Cheviot, Keppel, Grafton, Loch Ruthven, Relentless and Defiant, or any ex or serving member on Internet oggie@telusplanet.net.

Peter Hunt: Michael Barry is seeking Peter, who served with him in Fishery Protection on board HMS Watchful during 1954-56. Michael would also like to hear from old shipmates. Contact him at PO Box 133, Watford, Ontario, Canada LOR 2H0.

HMS Blake: Anyone interested in forming an association of ex-snakes contact Steve Johnson (1977-79) on 01462 432061, or Bill Fury at RSHC (1970-72).

HMS Pheasant 1943-46: Does anyone know of S/Lt Allatt or Midshipman Watson in connection with a ship's reunion in August? Contact Roy Creffield at 2, Llys Penant, Morriston, Swansea SA6 6DA.

HMS Folkestone 1941-5: Jack Daniels would like to hear from any Stokers. Contact Jack at 18, Pennine Grove, Leigh, Gtr Manchester WN5 7HU.

MTB 638, Adriatic 1944-5: Four mem-

bers, Oliver Johns, Bruce Sutton, Charlie Smorhith and Charlie Wilkinson are in touch with each other - any other crew out there like to join a reunion? Contact Oliver at 1, Townsend Close, St Briavels, nr Lydney, Glos GL15 6TJ, tel 01594 530686.

HMS St Vincent, July 1947: Hawke 26 and 22 Classes, any shipmates interested in a 50-years reunion? Contact Den Holloway, 8, Colne Close, Oadby, Leics, tel 0116 271 7939.

HMS Boxer Feb 1950 to Nov 1951: Keith Foyston would like to hear from any ship's company, especially Supply and Secretariat branch. Contact him at 34, The Broadway, Hull HU9 3JJ, tel 01482 376587.

Ray Griffiths, seaman gunner who served aboard HMT Alexandrite 1943-44 on the Dover Patrol; last known address Wednesbury, and is married with two daughters. Please contact Larry "Bunts" Kettley on 01268 779402.

HMS St Vincent 1949-50: Does anyone recall serving with Boy Seaman Ian Brodie, in Benbow or Howe Division, at that time? Bill Muirhead, an old shipmate, would like to contact him. Call Bill on 0161 941 7095.

HMS Exmouth 1971-74: Any ship's company interested in a reunion contact Jan (Derek) Pearce on 01256 780612, or Gary Brooks on 01705 754190. Also Jan is looking for shipmates who attended his wedding nearly 25 years ago - Pedlar Palmer, Rusty Steele, Jan Loxton and one other from Lowestoft. A party is being organised!

Wildfire III museum

PLANS for a museum to commemorate HMS Wildfire III in Kent are well under way - and now the hunt is on for exhibits.

Wildfire III will be the core of a local history collection in the Guildhall in Queenborough High Street, which it is hoped will be open by April this year.

If you have any personal artefacts of the base - photographs, letters, documents, models etc - that can be offered on loan, short or long-term, or donated, please contact Lyn Gruit, Tourism Development Officer at Swale Borough Council, telephone 01795 417420.

Over to you

HMS Prince of Wales was sunk by Japanese air attack off the east coast of Malaya on December 10, 1941. The granddaughter of survivor Signalmen Richard Dicker would appreciate any photographs and information relating to the ship. Details of the 1991 expedition by Faslane divers to mark the war grave with a White Ensign particularly welcome. Contact Miss Caroline Boyd at 114, Old Luss Road, Helensburgh, Scotland G84 7LN, tel 01436 678403.

Cook Steve Rigby: Geoff Wheatley recently received a Zippo lighter found on Southsea promenade a few years ago. The lighter was inscribed "Ck Steve Rigby RN" on one side, and Steve is believed to have left the Navy about eight years ago. If Steve would like to contact Geoff at the Royal Naval Association Club, 25-27 Park St, Weymouth, Dorset DT4 7DF, tel 01305 785757, and tell him what is inscribed on the other side, it can be returned to him.

HMS Havock 1940-42: First Narvik to Laghouat; researchers request anyone with information, recollections, documents etc should contact Cdr J. Burfield, c/o John

Whitehouse, 44 Beer Rd, Seaton, EX12 2PH, tel 01297 22152.

Instructor Lt Harry Daulman: Dudley Daulman, son of the late Harry Daulman, would like to contact anyone who served with Harry at Shotley, Torpoint, Deal, HMS Maori, or in Malta, where he tragically died in April 1948. Contact Dudley on 01843 843100.

National Servicemen of all ranks: BBC Radio 2 will be broadcasting a documentary on April 8, and your memories are needed. Please contact Sarah Newman on 0171 794 1247 at the double!

Anti-sub Bosun Herbert Button: Each year at the reunion of HMS Hecla survivors the heroic actions of Herbert Button are recounted - Herbert swam several times from HMS Venomous carrying lines to rafts and wreckage to which exhausted sailors clung, but his efforts subsequently caused him to collapse, and he lapsed into a coma and died a few days later. Now George Male, of the association, would like to get in touch with any of Herbert's relatives. Contact him at 36, Melrose Ave, Borehamwood, Herts WD6 2BU, tel 0181 953 5231.

HMS Campania: Derek Berry, who now lives in Melbourne, and served on board during the Monte Bello atomic tests, is researching a book relating his experiences. He is anxious to obtain copies (photocopies) of the ship's magazine "The Campania Chronicle" which was printed on a daily basis during the voyage, and would welcome personal experiences. All info, marked "Campania" c/o Malcolm Smith BEM, Pewsters Hall, Oat Lane, London EC2V 7DE.

Gunner Wheatcroft served in HMS Abingdon from the end of 1939 to the end

of 1940. Could any surviving crew members who knew him please contact his daughter, Mrs D.L. Lampard, 95, Crowndale, London SE19.

Aeronautique Bizerte-Karouba: Mr R. Downing, an ex POME(RN), has a naval cap tally which his father gave him at the end of the Second World War which he brought home after service in North Africa and Italy. Mr Downing has tried to find out about the Aeronautique Bizerte-Karouba, but with no luck. Any info, please, to 99, Burnthouse Lane, Exeter, Devon EX2 6AU.

Eli James Neaves and AB J.D. Wilkins: Brian Taylor, of PO Box 173, Banket, Zimbabwe, would like to contact anyone who served with either of these men at any time. Neaves, from Teddington, served in HMS Alacrity in World War I, and in the Atlantic and Far East from 1939-45, later becoming a postal inspector at Uxbridge. Wilkins served in Palestine 1936-39 and all theatres in World War II, and may later have gone on to South Africa or Rhodesia.

Dennis Ward: Can anyone help Sue Ward, who is trying to piece together details of her late father's service history? Dennis Ward joined in London as an Ordinary Seaman in 1943, aged 18, and went straight to HMS Collingwood. He was at HMS Victory, and she believes he undertook commando training at HMS Quebec. Dennis moved to HMS Copra (believed to be in Southend) in 1943. If anyone knew Dennis, or can help with details of these establishments, please contact Sue at 11, Common Lane, Thundersley, Essex SS7 3TB, tel/fax 01268 745171.

HMS Myngs 1944-46: Does anyone have information on ex-Stoker Eddie Collier and ex-Ldg Stoker Froggit? Or Stoker Hutchinson of Edinburgh and Stoker Locke, South Shields, from HMS Belfast 1945-46? Contact E.M. Williams, 87, Olive Rd, Southampton, tel 01703 906402.

HMS Hermione: The shipmate from Brussels is asked to contact the secretary with your address, as it has been mislaid. Contact Mr S. Brotherton at 37, McCarthy Close, Birchwood, Warrington, Cheshire WA3 6RS.

Palestine Patrol: Fritz Liebreich is doing PhD research work under the supervision of the Department of War Studies at King's College, London, and is seeking eye-witness accounts by crews of HM Ships who were involved in the Palestine Patrol, 1945-48. Verbal testimonies, letters and documents will be gratefully acknowledged, and sources mentioned in his thesis and any subsequent publication. Contact Fritz on 0181 992 5104 (fax 0181 993 3907).

Association now open to all writers

A RECENT change to RNWA rules now allows females to enroll into the Royal Naval Writers' Association.

Anyone wishing to join or requiring further information is requested to contact either WO Stych in DNM, Victory Building on Portsmouth Naval Base extension 27520, or WO Solly SO(PR), HMS Osprey, on extension 5463.

Reunions

February

Fast Minelayers Association S.E. Branch will meet on at noon on Monday February 17 at the Royal British Legion Club, Braganza St, Kennington, London. Contact Ray Moore, 89, Watling Rd, Norwich NR7 9TG, tel 01603 437652.

March

North Russia Club reunion is on March 1 at HMS Nelson, Portsmouth. Details from E. Williams, 87, Olive Rd, Southampton, sending SAE, or tel 01703 906402.

Chief Naval Engineer Officer's Dinner will be at HMS Sultan on Friday March 21, and will serve as a reunion for all serving and retired RN and RNR Engineer Officers, and officers who served at Manadon, Keyham, HMS Collingwood or HMS Sultan. Cost £40 a head including drinks. If you have not received an invitation by February 10, obtain forms from senior RN Engineer Officer in your unit, or from CNEO Dinner Secretary, Office 3, Sembawang Block, HMS Sultan, Gosport PO12 3BY, tel 01705 542153.

April

HMS Cossack Association invites L03 and D57 crew and families to a reunion in April. Ring 0151 645 3761 or write to G. Toomey, 184 Bebington Road, Rock Ferry, Birkenhead L42 4QE.

HMS Howe Association reunion is on Saturday April 12 at the Royal Sailors Home Club, Queen St, Portsmouth. Details from Reg Goldsmith, 28, Hamtun Cres, Totton, Southampton SO40 3PA, tel 01703 862927.

Gibraltar reunion (Rooke S/R mess 1978-80) is at HMS Nelson WO/CPO Mess, April 12. Details from WO Barry Cookings: 01329 835196, Terry Foley: 01329 311186, or Dave Wells: 01705 819723.

The Aircrewman's Association 20th birthday AGM and social weekend is on April 11-13 at the Gourcock Stakis Hotel, Strathclyde. Details and booking form from Ian Williams on 0115 956 9962.

HMS Vindex 5th reunion lunch is on April 16 from 1100 at the Union Jack Club, Waterloo, London. Ladies and guests welcome, also from HMS Nairana. Contact Chris B. Tye, 5, Begonia Ave, Gillingham, Kent ME8 6YD, tel 01634 232884.

HMS Cassandra Association third reunion at the Co-operative Club, 83-87 Kingston Rd, Portsmouth on April 18-19. Contact Bob Shead, 9, St Albans Drive, Sheffield S10 4DL, tel 0114 2307007.

HMS Decoy 1967-70 reunion is at the Stretton Hotel, Blackpool, from April 18-20. Details from D. Braithwaite, 9, Moorland Drive, Birkenshaw, Bradford BD11 2BU, tel 01274 684799.

HMS Ruler/885 Sqn FAA reunion will be on April 18-21 at the Hospitality Inn,

Portsmouth. Contact John Robson, 01232 796538, or Ted Restall, 0117 9327074.

HMS Redoubt reunion is on April 23 at the Victory Services Club, 63-79 Seymour St, London W2 2HF. Contact Sam Morley, 113 The Ridgeway, Northaw, Herts EN6 4BG, tel 01707 872720.

HMS Middleton (L74) Association reunion is at the RNA Club, Leamington Spa on April 25-26. Contact Mike Alston, 6, Belmont Park Road, Maidenhead, Berks SL6 6HT, tel 01628 29655.

HMS Volage 1944-46 reunion is at the Moat House Hotel, Wolvercote Roundabout, Oxford North on April 25-27, price £44 b&b, £57 db&.; book direct to hotel on 01865 489988. Any problems, ring Lofty John Mills on 01243 542158, except February 3-14, or write with SAE to Lulworth, Fontwell Ave, Chichester, West Sussex PO20 6RU.

Sherborne RNA Hospital reunion buffet lunch is at the Crown Inn, Greenhill, Sherborne on Saturday April 26 at 1230. All staff and ex-patients welcome. For tickets, send SAE and cheque/postal order for £10 payable to Mrs D. Scholefield, to The Bungalow, Watling St, Hockliffe, Leighton Buzzard, Beds LU7 9NF, tel 01525 210867.

HMS Lance Association reunion is at the Civil Service Club, Great Scotland Yard, London, on Saturday April 26 at 1230. Details on 0181 399 0996.

DEMS Association reunion is on April 27. Details from Charles Collis, 2, Neil Close, Ashford, Middx TW15 1NT.

May

HMS Barle reunion will be on May 3 at the Edgbaston Palace Hotel, Birmingham. Details from Sam Pearsall, 29, Green Gables Drive, Hollywood, nr Birmingham B47 5NJ, tel 0121 430 6924, or Ted Helling on 01933 353972.

J5 and Ks 14th Destroyer Flotilla 15th Reunion will be held at the RNA Club House, Park Road, Hanworth, Middlesex on Saturday May 3 at 1400. Details from W. Skilling on 0181 898 6857.

HM Ships Beagle, Boadicea and Bulldog 1939-45 Crews Association is holding a 30th reunion in the Victory Club, HMS Nelson, Portsmouth on Saturday May 3. Details will be sent out shortly, or contact John Randall at 55, Mountbatten Rd, Dersingham, King's Lynn, Norfolk PE31 6YE, tel 01485 543360.

HMS Narvik Grapple Squadron, Christmas Island, 1956-59, will hold their 2nd reunion on May 9. Details from Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel 01733 751019.

HMS Victorious (1941-45) Reunion Association annual reunion is on May 9-11 at Yeovilton. Details from Mansel Evans,

Bryn Deryn, Llyn yr Eglwys, St Brides Major, Bridgend CF32 0SH, tel 01656 880459.

HMS Consort Association 1946-57 5th reunion is at the Trecarn Hotel, Babbacombe, Torquay from May 9-11. Details from John Brewer, 31, Legis Walk, Plymouth PL6 7DE, tel 01752 783064.

HMS Attacker 879 and 886 Squadrons and Ship's Company will be holding a reunion on Thursday May 15 at the Nautical Club, Birmingham. Details from R. Phillips, 243 Kempshott Lane, Basingstoke RG22 5NB, tel 01256 21678.

HMS Impregnable, St Budeaux, Plymouth, is holding a reunion in Plymouth from May 16-18. Contact Mrs Mary Haycock, Fernlea, 79a Beeches Rd, Rowley Regis, Warley, nr Birmingham B65 0AS.

429 Rines Squad, RM reunion is at the Stretton Hotel, Blackpool, on May 16-18. Any ex-squad mate not in touch, or for more details, contact D. Burnham at Alsan Lodge, Front Rd, Murrow, Wisbech, Cambs PE13 4JQ, tel 01945 700703.

HMS Swiftsure Association, cruiser and submarine, buffet lunch reunion is on Saturday, May 17, 1200-1700, in Watford. Details from David George, Mullion, Shipton Green, Itchenor, Chichester, West Sussex PO20 7BZ, tel 01243 512998.

HMS Barham Survivors Association reunion will be held at the Royal Sailors Home Club, Portsmouth, on Saturday May 17, 1730 for 1800. Further details from Percy Cullum on 01903 263350.

HMS Nelson (Battleship) reunion will be at HMS Nelson, Portsmouth, on May 17. Details from G. Treadwell, 31, Clyde Rd, Gosport, PO12 3DN, tel 01705 521504.

HMS Caledonia: Majestic Caledonia 1937 Boys' 1939 Assn annual reunion is to be held at the Wear Branch RNA Club, Roker Ave, Sunderland, on Thursday May 22 at 1900. Details from James Duckworth, 87, The Hove, Murdishaw, Runcorn, Cheshire WA7 6EE, tel 01928 718109.

HMS Hermione reunion is at the Home Club, Portsmouth from May 23-25. Details from the secretary at 37, McCarthy Close, Birchwood, Warrington, Cheshire WA3 6RS.

HMS Cavalier Association reunion is at Plymouth on May 23-26. Details from Sid Anning on 01752 768201, or at 14, Kipling Gardens, Crownhill, Plymouth PL5 3DD.

HMS Diadem Association reunion is at the Queen's Hotel, Southsea on May 31 at 1930. Details from Peter Burnand, 17, Greystone Ave, Bognor Regis, West Sussex PO21 5EA, tel 01243 864680.

Submarine Coxswains Association reunion will be in Scotland from June 27. Contact Tex Goulding on 01329 313144.

AIRCRAFT OF THE ROYAL NAVY No 4



● BE2C of No. 2 Naval Wing at Imbros and (below) a BE2A.

Pictures: FAA Museum.

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June 1914 the prototype of an upgraded version, the BE2C, took to the air and soon entered RN service as a bomber and anti-submarine aircraft.

Over 300 of the C variant were built for the Navy, flying from coastal air stations in Britain and equipping Nos. 2 and 3 Wing at Imbros, Mudros and Tenedos. No. 1 Wing's BE2Cs were based at Dunkirk and No.7 Naval Air Squadron was in East Africa.

On November 13, 1915 Cdr J. R. W. Smyth-Pigott earned the DSO for flying a BE2C on a daring night-bombing attack on the Berlin-Constantinople rail bridge spanning the Maritza river. And at home, three of the aircraft flown by Naval officers shot down Zeppelin L21 off Lowestoft in 1916.

Naval aircrew flew BE2Cs from coastal airfields as late as 1918, while 95 BE2E versions were transferred to the RNAS for training purposes.

BE2 airframes were built of fabric-covered wood by a number of manufacturers, including Blackburn. Powered at first by a 70hp Renault engine, later BE2Cs had 90hp RAF or Curtis power plants. Typical speed was 70 mph at 6,500ft, endurance was three-and-a-half hours and service ceiling 10,000ft. A bomb load of up to 100lb could be carried by the 70hp versions and 224lb by aircraft with the 90hp engines.



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CAVALIER FACES NEW PERIL

THE LAST WARTIME destroyer in Britain may be scrapped by the end of the year if a new owner cannot be found.

HMS Cavalier, languishing in a Hebburn dry dock, has failed to attract funds for her display and is costing her present owners – South Tyneside Council – up to £30,000 a year in maintenance.

South Tyneside bought the ship for £70,000 in 1986 and gave her a £42,000 facelift, intending her to form the centrepiece of a national shipbuilding exhibition centre costing £25 million.

But funding the scheme proved a problem, and the recent failure to gain National Lottery money for the venture was "the final straw", *Navy News* was told by Cliff Ayton, a spokesman for the council.

"We have decided to cut our losses and find a new owner for the ship," he said. "We would happily give the ship away to any group

willing to preserve her – although there would be costs involved in maintenance and to carry out essential work if it was intended to refloat her and tow her to another location." Dredging would also have to take place before the ship could leave.

Mr Ayton said no specific time limit had been fixed for any transfer of ownership. However, he did say that if the ship could not be sold this year she would probably have to be scrapped where she lay.

Meanwhile, the HMS Cavalier Association has been asked by the council to help in finding new owners. Chairman of the association, Mr Sid Anning, said he and the group's president, Rear Admiral

John Hervey, were travelling widely to enlist the help of other Naval associations.

"We are calling on everyone in this country to mount a campaign to make the Government and the Lottery understand that this ship simply cannot be allowed to die," he said.

Since Cavalier was finally decommissioned in 1972, the struggle to preserve her has been a hard one. She was saved from the breakers 20 years ago when she was bought by the HMS Cavalier Trust.

Initially she was towed to Southampton where there were plans to turn her into a floating museum. In 1983 she was moved to Brighton where, although up to



● **HMS Cavalier – call for new campaign to save her.**

1,000 people a day visited her, she was dogged by financial difficulties.

□ Anyone wishing to contact Mr Anning over his proposed campaign should write to him at 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD or telephone 01752 768201.

PICTURE PUZZLE

WINNER of the *Navy News* Picture Puzzle competition in our December issue is Mr R. Birkett of Kirkham, Lancs.

He correctly identified our mystery photograph of the restored Victorian ironclad HMS Warrior being escorted by HMS Arrow. The picture was taken as Warrior left Hartlepool on the first stage of her journey to Portsmouth in 1987.

Mr Kirkham's reply was picked at random, and he receives our cash prize of £25.

A further prize is offered for a correct solution to this

month's puzzle. Name the ship and the year in which the photograph was taken.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is March 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our April edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 24

Name

Address

My answer is

Going Outside

Flexi-time for resettlement

CHANGES in the arrangements for resettlement time towards the end of Armed Forces careers will reward longer service with increasing periods of time for resettlement activities.

The new scheme – Graduated Resettlement Time (GRT) – applies to all those who were new entrants after March 1994, and will

be fully implemented for all due to leave the Royal Navy or Royal Marines on or after April 1, 1999.

Anyone who joined before April 1994 has reserved rights to opt to undertake their resettlement activities under the existing system.

The scheme also offers greater flexibility in the way in which GRT may be used for briefings, training, civilian attachment and individual resettlement preparation.

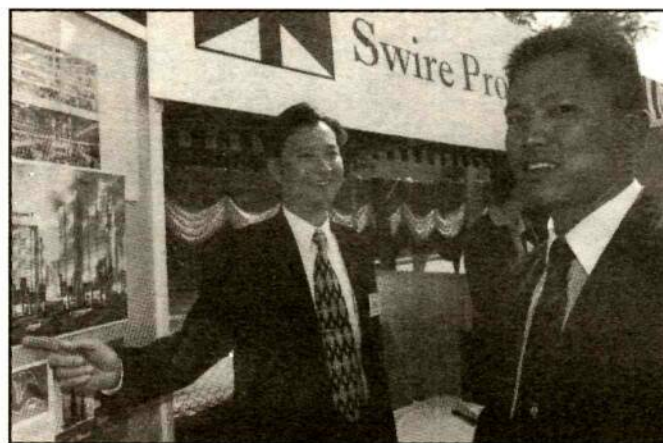
Subsistence

With the exception of individual preparation, all activities will receive subsistence support if appropriate, and though warrants are limited by a sliding scale of eligibility, there is full flexibility in their use.

Details of GRT are in the Education and Resettlement Handbook BR 1797, and a Joint Service Defence Council Instruction will be issued by early spring. Unit and ship resettlement information officers should also be asked for details.

College grants

GRANTS for mature students including ex-RN personnel are available for certain courses at Coleg Harlech, Gwynedd. The subjects include English, history and information technology. Contact Dave Tutor, resident vice warden on 01766 780363.



● **POPT Danny Cheung discusses job opportunities with Bruce Lee, building manager with Swire Properties at the Hong Kong Job Fair for locally enlisted military personnel. Danny has served in the RN for 16 years and hopes for a new job in sports and recreation. He is married with two teenage children.**

Jobs help for 270 Hong Kong ratings

OVER 270 Hong Kong Chinese sailors due to be made redundant as the British garrison draws down, have had the chance to meet prospective employers at a Job Fair in the Crown Colony.

The RN Locally Enlisted Personnel (LEP) attended the fair with 400 of their HK Military Service Corps colleagues. The event was organised by the HKMS Corps and the HK Government Employees Training Board at Osborn Barracks, and opened by the Commander British Forces, Maj Gen Bryan Dutton.

Over 40 of the territory's top employers were represented with the aim of recruiting high calibre staff.

Personnel manager of the hoteliers Conrad International, Janet Lai Siu-mum, said ex-Service personnel were preferred for their experience, good manners and discipline and that the hotel had hired many ex-LEP in previous years.

HKMSC Inspector, Lt Col Nick Southward, said that during the first phase of redundancy 95 per cent of leavers found jobs. "This time, with more than 1,000 jobs on offer, we are confident we can do even better."

Franchise show set to break the record

THIS YEAR'S National Franchise Exhibition is expected to break last year's show record as the biggest ever held in Britain.

The last franchise exhibition was held at Blenheim and attracted almost 200 exhibitors and over 12,000 visitors. This year the 14th national show will be held at the NEC, Birmingham on October 3-5 and already has bookings for 80 per cent of the space.

Free advice and information for prospective franchisees is offered at the event and organisers say there is an unrivalled choice of successful and expanding companies to meet.

The show is used as a recruitment forum by all the well-known names in franchising, including McDonalds, DynaRod, Prontaprint, Domino's Pizza, Mobile Phone Centres, Post Office Counters, Wimpy, Red Star Parcels and Esso.

All exhibitors are approved by the show sponsors, the British Franchise Association.

Media courses

COURSES in journalism and media photography are being offered at Worcester. The 28-day courses are run jointly by the Media Training Centre, Worcester and resettlement trainers CPC Training & Services. Call 01452 410404

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Royal Naval Association

Plaque find rekindles village's warship pride

A BRONZE PLAQUE which recalls a Leicestershire village's record-breaking feat in fund-raising for warships in 1942 has been returned to a place of honour after rediscovery by Wigston branch.

The village of Oadby made headline news at the time by raising £97,500 during Warship Week. That represented £16.62 for each resident – a remarkable amount in those days and a record which beat Leicester's by £1.55.

As a result, the village adopted the anti-submarine trawler HMS Sphegne which received the plaque to mark the link. When the war ended and the Sphegne decommissioned to resume her commercial role, the plaque and a crest of the class were returned to the council.

Forgotten

In 1974, Oadby and Wigston merged to form one local authority based at Wigston and for a short time the plaque and crest were on display there. Later they were relegated to a storeroom along with a photograph of the ship. There they lay forgotten until Wigston branch of the RNA were given permission to retrieve them.

The crest had been damaged, but the branch had it repaired and had all three items mounted above a short history of the Sphegne. The members have now presented the framed mementos to The Royal British Legion Club at Oadby where they are once more on display.

New Asst. Secretary



NEW Assistant Secretary of the RNA is Shipmate Tony Sattin (above). A former RN lieutenant, he succeeds Shipmate Hugh Mair who intends to study law at Aberdeen University.

Tony (50) joined the Navy as a junior seaman in 1961, and after retiring from the Service in 1984 was a senior operations officer in the Omani navy. He has been an active member of Sittingbourne branch for four years.

Shipmate Mair, who has been Assistant Secretary for nine years, was presented with ski boots, jacket and gloves at a farewell dinner in London. His wife, Sheila, received a bottle of champagne.

The presentation was made to The RBL Club president, ex-submariner Buster Brown, by the RNA branch vice president, Shipmate Henry Hodgkin.

Those present included the Lord Mayor of Oadby and Wigston, and Don Collins, one of three former crew members of the Sphegne who have been traced by the branch.



Plymouth salutes President

STANDARD bearers form a presidential guard of honour for Vice Admiral Sir Roy Newman as he leaves St Nicholas Church, HMS Drake, after attending a service to mark the 50th anniversary of Plymouth branch of the RNA. It was the first church service that he had attended in his official capacity as President of the Association. The previous evening he was at the anniversary dinner also attended by the Lord Mayor of Plymouth and Commodore Jonathan Burch, Devonport Naval Base Commander and president of Plymouth branch.

Branch News

Wyomham

Recommissioning of the newly reformed Norfolk branch was attended by 60 shipmates and guests, and presided over by the National Council member for No. 5 Area, Shipmate Douglas Carter.

Five standards were paraded at the launch, attended by Area President, Shipmate Maurice Wright, and officers. Guests were welcomed by branch chairman, Shipmate John Porter.

Kingston upon Thames

Tributes were paid to the retiring president, Rear Admiral J. W. D. (Bill) Cook, at the branch's annual dinner dance attended by 80.

Admiral Cook, who has held office for ten years, was presented with an inscribed hip flask by the chairman, Shipmate Len Stokes. New president is Capt Roger Parker RN, Captain of the Sea Cadet Corps and former Commanding Officer of HMS Excellent.

Shipmates Stan Alsop, treasurer, and Pauline Smith, welfare officer, were awarded life membership. Shipmates of the Year are Mick Hutchins and Rose Sherwood, and certificates of merit went to Shipmates Elsie Paske and John Reed.

Chelmsford

General Secretary Capt Bob McQueen RN (ret'd) was guest of honour at the branch annual dinner dance at Hatfield Community Centre. Among the 30 members and guests were representatives from the newly reformed branch of the Royal Marines Association.

Uxbridge

A ten-piece banjo band had residents of Pembroke House in festive mood when they attended a Christmas party and turkey dinner



32 standards salute Aldenham

JUST SOME of the 32 standard bearers who attended the annual memorial service for those lost in the wartime destroyer HMS Aldenham, line up for this picture with guest of honour, Flag Officer Submarines, Rear Admiral James Perowne.

Admiral Perowne took the salute at the parade held after the service at St John's Church, Aldenham. This year the event coincided with the laying up of Aldenham branch's

old standard and dedication of the new. Branch chaplain, the Rev. George Bolt, conducted the service and the lessons were read by national Life Vice President, Shipmate W. G. Clark.

Also on parade were Surrey St John Ambulance Corps of Drums, and Ruislip Sea Cadet unit. A reception was held at Aldenham Social Club where refreshments had been prepared by Shipmate Hazel Mockett and her team.

laid on by the branch. The event marked the retirement of the club's steward, Shipmate Frank Tynnell, who will be succeeded by Shipmate Dougie Bloodworth.

Kettering

Retirement of welfare officer, Shipmate Eric Day, on health grounds has come as a blow to the branch. Eric, who was branch welfare officer for 15 years, had also served No. 6 Area in that capacity for over six years, travelling long distances to help the less fortunate.

Eric will continue to hold office as branch president.

Cwmbran

Members were given a farewell tour of HMS Battleaxe when the frigate made a final visit to Newport, Gwent before being transferred to Brazil. Shipmate Harry Thomass 77th birthday was celebrated in the wardroom.

Herne Bay

Naval veterans from Pembroke House were guests at the branch's annual dinner attended by 120 shipmates, wives and guests. A cheque was presented to Pembroke House amenities fund.

Deaths

The deaths have been reported of the following shipmates:

Bernard Knight, Reading. Nov. aged 58.
Cyril Turner, Reading. Dec.

Fred Pearcey, Reading and member of Reading branch of SOCA. Dec. 25, aged 78.
Ivor Cottle, Swindon. Ex-AB during WWII. Served in HMS Neptune and Coastal Forces. Survived sinking of SGB 7, 1942. Ex-POW. Aged 82.

Albert Middlemass, Stockton. Ships: Birch, Blackwood, Philoctetes. Dec. 13.

Albert Vaughan, Hanworth. Ex-DEMS rating and HMS Glendower. Dec. 11.

Jesse Clayton, life member and treasurer Wigston. Jan. 3.

Lt Cdr Thomas Henry Cummings McPherson, president Skipton & District. WWII MTB flotilla leader based HMS Hornet. Mentioned in Despatches. Aged 81.

Eric Scott, associate member Thurrock.
Henry (Harry) Ring, Thurrock. Survivor HMS Naiad.

Bert Allan, Barnes, Mortlake & Richmond ex-delegate, chairman, secretary and 1991 Shipmate of Year. Jan. 1.

John George Clayton, Boston. Ships: Norfolk, Venus. Dec. 23.

Gilbert (John) Sladden, Kingston upon Thames. Ex-PO Stoker, served 1940-46. Ships: Wildfire, Suffolk, Hannibal, St Angelo, LST 430. Member of N. Russia Club. Aged 75.

Arthur Burgess, founder member Bury. Served 14 years. Ships: Zulu, Cumberland, Norfolk, Comet, Fames, Baldus. Dec. 23, aged 76.

George Ward, founder member Bury.

Bill Hull, chairman Borehamwood. Ships: Malaya, Sussex, Indomitable.

Dennis Richardson, vice president and founder member Borehamwood. Ships: Malcolm, Mackay, Worcester.

William (Bill) Burdon, founder member Wear (Sunderland). Jan. 12, aged 81.

K. Ball, Pwllheli. Served in RN Patrol Service 1941-46. Jan. 11, aged 76.

W. J. (Bill) Long, president Cowbridge. Former Far East POW. Survivor HMS Dragonfly. Jan. 2, aged 78.

Don Griffiths, founder member Cowbridge. Jan. 8, aged 73.

Vic Parsons, life and founder member South Bristol. Survivor HMS Gloucester and ex-POW. Jan. 15, aged 74.

Harry Jones, Whitstable.

Roland King, Whitstable. Ex-CY.

John James Younger DSM, Tyne. Ex-submariner, served 1934-46.

Adam Bennet, chairman Basildon. Dec. 13, aged 65.

Peter Seymour, Wakefield, Master Mariner MN and RNR. Aged 69.

William Law BEM, life member Portsmouth. Dec. 15, aged 87.

Albert (Bert) Jacob, Watford. Ships: Excalibur, Kestrel, Merlin, Siskin, Daedalus, Theseus, Peregrine, Glory. National Secretary FAA Association. Dec. 14.

G. E. (Bob) Burns CGM, DSM, Southport. Ships: Iron Duke, Fleetwood, Wild Swan, Laforey, Vanguard.

Douglas Wood, Headingley No.1. Dec. 25.

C. Thwaites, Maidstone. Veteran of Russian convoys. Ex-Duke of York. Aged 76.

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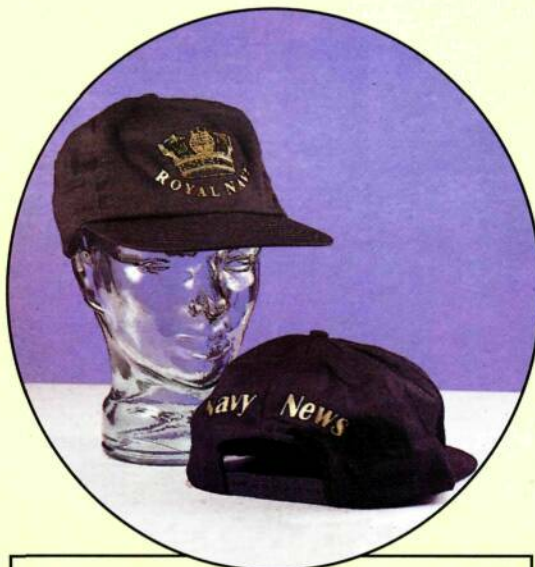


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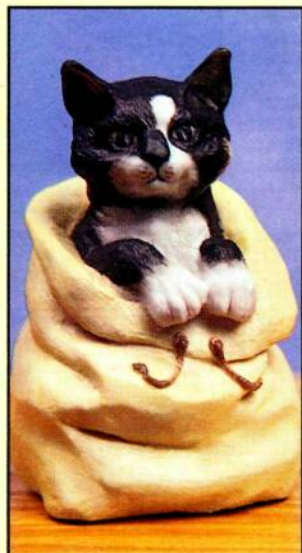
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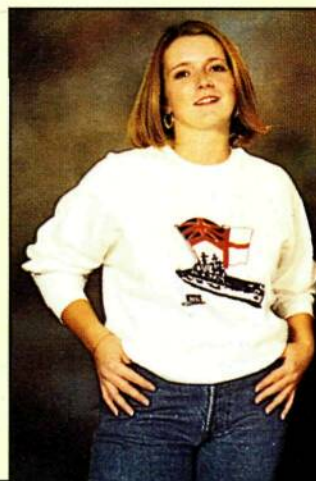


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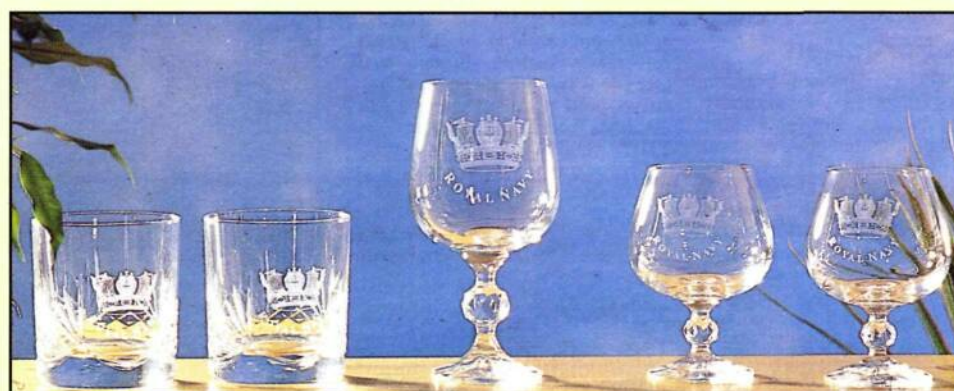
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Museum captures spirit of the Royals



STAFF at the Royal Marines Museum in Portsmouth welcome all visitors – but there appears to be one they haven't bargained for.

As the museum gears up for the summer with its newly-opened exhibitions, one part of the impressive displays is causing particular interest.

As you enter the First World War section, there is a cold spot which stubbornly refuses to warm up – the area used to be officers' bedrooms before the building was refurbished.

Museum marketing manager Jorj Jarvie says the area is constantly monitored by environmental sensors – and after the experience of a Midlands museum, they hope they may find proof of what the sensors already indicate.

"The museum in Birmingham showed a definite, unexplained dip in temperatures at around 3am some mornings, and the manufacturers have asked us to keep a watch for the same kind of thing," said Jorj.

"We have only had this section open since December, so it is a little early to say yet – but a woman walking round after Christmas stopped at this point and commented that she thought she felt a presence."

For flesh-and-blood visitors, the newly-refurbished museum, taking in the previously-unused 3,000 square metre North Wing, offers a complete history of the Royal Marines and their global exploits, and the presentation is as gripping as the subject itself.

Thanks to a large cash injection – the

most recent phase, the third of five, cost more than £600,000, and was partly achieved with help from the Bernard Sunley Charitable Foundation – the displays are varied and striking, using lighting, sound effects, commentaries and computers to put across the story.

Lifelike models in authentic settings, detailed dioramas and touch-screen displays make the learning process fun – dare you stick your hand in a Royal Marine's jungle boot to see what has taken up residence in it? – and there are more user-friendly displays being planned.

The museum, on the seafront at Eastney, also boasts all ten Victoria Crosses presented to Royal Marines among its collection of more than 7,000 medals, and there is now a Royal Marines memorial garden.

With a decent-sized car park and a lush lawn for picnics, staff believe the museum could make a significant impact in the future – and with the redevelopment of part of an old fortification into an activity centre, pencilled in to the museum's medium-term plan, it should prove a prime attraction in a city which thrives on its wealth of heritage.

Rooms are available for hire at the Museum, from the formal Silver Gallery (up to 44 diners, priced from £350) to the magnificent Mountbatten Room, formerly the officers' mess, and spacious enough for receptions of up to 200 people, with prices starting from £750.

Further details on corporate entertainment or other aspects of the museum are available on (01705) 819385.



● Haunted look – a model of a Royal Marine in a World War I trench. But what else is in the area, causing a mysterious cold spot?

● Peaceful – The Royal Marines Museum, seen from the memorial garden.

A stroll through 333 years

MUSEUM staff recommend you spend three hours working through the galleries – and that will take you through 333 years.

After a short introductory film narrated by former Royal Marine Paddy Ashdown, you start the RM story in 1664 with the approval by Charles II for the formation of the Duke of York and Albany's Maritime Regiment of Foot – the first regiment of sea soldiers.

The 18th century section includes the siege of Gibraltar and an eerie model of Hannah Snell tells her own story as the female Royal Marine.

On through the Napoleonic Wars, including the Royal Marines' contributions to Nelson's famous victories, and the Opium Wars in China to the Imperial actions, the exhibits, tableaux and models ensure interest remains high.

The two World Wars are covered in detail, along with Far East operations, Suez, Cyprus and Aden, and the Falklands, while particular aspects are also featured – jungle warfare, the female Marines, RM Commandos. The Arctic training area raises



● Model operation – a diorama of the raid on Zeebrugge.

goosepimples with the background sound of a bitter wind, while the dense foliage of the jungle is complemented by the appearance of a scorpion and snake in glass cases.

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The newly-refurbished museum opened in December, with King Harald of Norway, Honorary Colonel Commandant of the Royal Marines, being the first official visitor.

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● Steamy scene – an information display board in the jungle section.

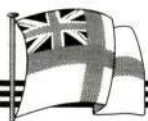
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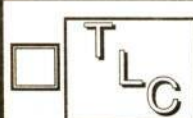
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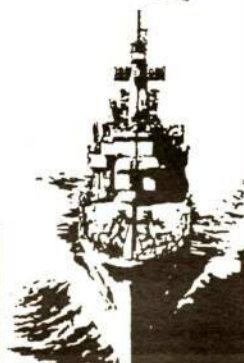
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Pictures from the private collection of HMS Vanguard's Michael Fenton



● Crossing the line: The Royal Party delighted the ship's company by taking part in the traditional 'crossing the line' ceremony at the equator

Royal tour recalled

FIFTY YEARS ago this month the most powerful warship ever built by the Royal Navy set sail from Portsmouth for an historic voyage to South Africa.

The 43,000-ton HMS Vanguard, pride of the Fleet, was chosen to convey King George VI, the Queen and Princesses Elizabeth and Margaret on the first Royal Cruise since HMS Renown's voyage to Australia in 1927.

Huge crowds braved wintry weather and swarmed over Portsmouth's South Railway Jetty to catch a glimpse of the King, Queen and young princesses as they arrived in a special train.

News of the Royal party's arrival was piped over Vanguard's loud speaker system to an excited crew



and when King George stepped on board in the uniform of an Admiral of Fleet, a Royal Salute thundered out from ships in the harbour.

After the long, dark years of war, the event captured the imagination of the nation -- the grand and colourful scene was in stark contrast to the austerity of day-to-day life where clothes and food were still rationed.

Bandsmen of the Royal Marines struck up the national anthem and the Royal Standard was unfurled as His Majesty was received by Vanguard's Commanding Officer Captain WG Agnew.

For the young princesses the voyage was to be their first chance to venture outside of the United Kingdom.

And for the ship's company, it was an opportunity to put the torments of war behind them and to look forward to South Africa's legendary hospitality to sailors.

Vanguard and her precious charges set sail on February 1 1947 and spent seventeen days cruising along the coast of Africa to Cape Town.

At the equator, the Royals delighted sailors by taking part in the traditional 'crossing the line' ceremony, appearing before the court of King Neptune.

Thousands turned out to greet the ship when she arrived at Cape Town. At

night, Table Mountain was floodlit, a spectacular fireworks display was given at Greenpoint Common and a dance was held for 500 Vanguard sailors.

After a hectic round of sporting and social engagements the next port of call was Simonstown, although many of the ship's company made it 'back up the line' for farewells in Capetown before the ship sailed again for Saldanha.

Regattas

The next two weeks were spent renovating the ship, holding regattas and meeting counterparts in the South African Naval Force who dripped that SANF stood for 'Saldanha And No Further.'

The 8,000-ton cruiser Nigeria arrived in Saldanha for a four-day visit in company with the sloop Actaon and frigates HMSAS Good Hope and Transvaal and the

ships took each other on at a host of sports at the South African Field Marshal Smuts Naval Base.

While the Royal Family continued with their memorable tour through South Africa and the Rhodesias, covering almost 7,000 miles by train, 2,000 miles by car and 800 by air, Vanguard spent much of her time on exercises at sea.

Vanguard's sailors enjoyed the tour so much that the last day was dubbed 'Black Thursday' and few will have forgotten their emotional send-off.

As Vanguard's bow turned out to sea, choirs led the singing, bands on the jetty struck up, and cheering crowds surged forward to wave goodbye and wish her well on her long voyage home.



● The Royal Party travelled over 7,000 miles by train during the tour

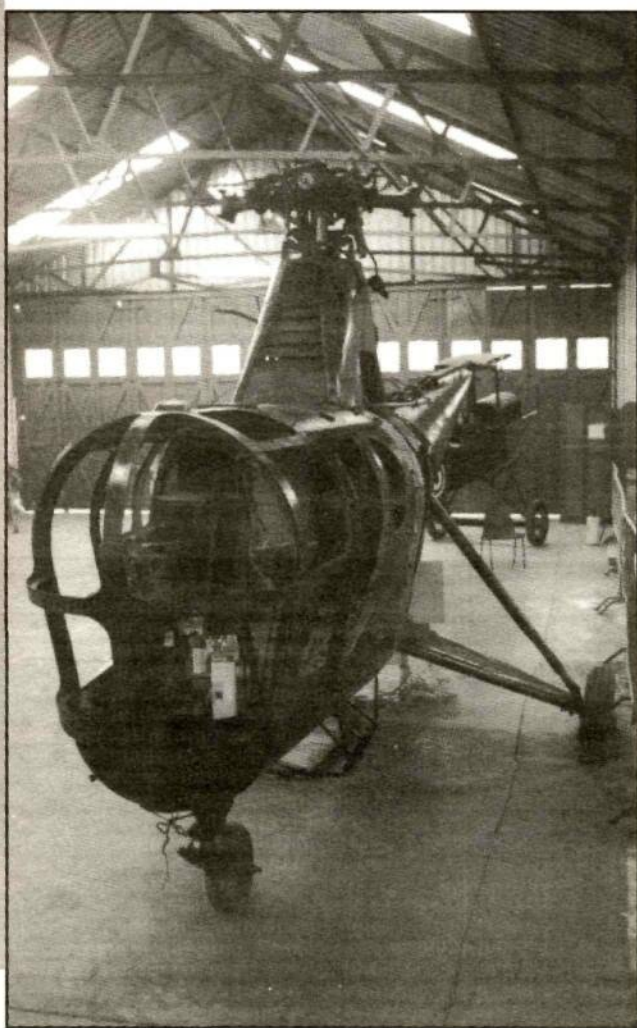


● Her Majesty the Queen is piped off board during the Royal Tour



● HMS Vanguard's ship's company stand to attention as she is escorted out to sea.

Hovering on the brink



PICTURES of two key machines at either end of the history of RN rotary aviation arrived at *Navy News* last month.

The one on the right shows the first fully mission-equipped Merlin making its maiden flight from GKN Westland's Yeovil airfield.

The Royal Navy's next generation anti-submarine warfare helicopter is due to enter service in 1999, 44 having been ordered in a contract worth £1.5 billion. It is the first all-new helicopter in its class to enter service anywhere in the world for over 20 years.

The aircraft made four flights last month, including a 15 minute demonstration flight with Ministry of Defence Chief of Defence Procurement Sir Robert Walmsley on board.

Handled well

Commented test pilot Colin Hague: "This is the first time a fully equipped Merlin has flown. The aircraft handled exceptionally well and all four flights were completed as scheduled in the pre-flight programme."

The aircraft, designated RN02, will be handed over to Merlin programme prime contractor Lockheed Martin in May.

Meanwhile ex NAM(E) Ray McElwain's battle to preserve a rare Westland Dragonfly is hovering on the edge of completion.

Ray, who worked on the aircraft in 1956 when he was serv-

ing at HMS Daedalus, collected three airframes from car breakers and has spent the past couple of years cannibalising two of them to complete WH991 (pictured left in the Yorkshire Air Museum's restoration hangar).

The other one, WP503, has gone back into the rescue business, training divers at the bottom of a flooded gravel pit in Lancashire, having given up all useful spares.

When work on WH991 is complete, Ray plans to stage an official roll-out with a reunion of Dragonfly aircrew, mechanics and tiffies, plus a large helicopter fly-in.

Contact him on 01653

628702 or at the Yorkshire Air Museum, Elvington, York for further details.

The Westland Sikorsky Dragonfly was the first all-British built helicopter to enter service with the Royal Navy.

Coronation

Twelve of them had the honour of leading the massed fly-past of aircraft taking part in the RN Coronation Review of the Fleet at Spithead in June, 1953.

No 705, the first British helicopter squadron, was formed at Gosport in 1950 – probably the first in the world outside the USA. Used on board air-

craft carriers, Dragonflies carried out a variety of duties including ship to shore communications and the ferrying of light stores and personnel.

More important was their role as "plane guards", hovering near the carrier during deck operations, ready to swing to the rapid assistance of any pilot and crew unfortunate enough to fly off into the sea.

Perhaps their finest hour came during the disastrous floods in Holland in 1953.

Today only 12 British Dragonfly airframes survive out of a total of 133 that were built and shared between the Royal Navy, Royal Air Force and civilian authorities.

Move to expand cadet forces

THE GOVERNMENT is considering plans to expand the military cadet network.

Defence Secretary Michael Portillo hopes new centres will be set up in state schools and inner-city areas, allowing young people the chance to become involved in adventurous pursuits such as abseiling, canoeing and orienteering.

Ministers also believe that a military regime would instil a greater sense of self-discipline and fitness in the new tranche of cadets.

An expanded cadet force could also benefit the Armed Forces by feeding more recruits into the Royal Navy, Royal Air Force and Army – up to a third of recruits in recent times have come through some form of cadet organisation.

Strong steer for memorials

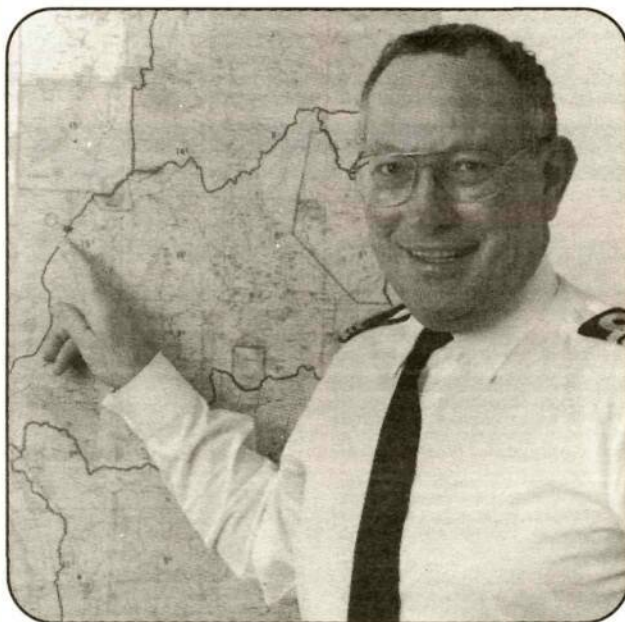
HEADED by Winston Churchill, MP a steering committee was set up last month to help the newly formed Friends of War Memorials achieve charitable status.

The Friends founder Ian Davidson, a former Royal Marine, said they aimed to encourage public interest in the memorials and assist those bodies responsible for maintaining them in good condition.

They also wished to ensure that the register of names on each was up to date and inclusive of the names of those who had died in recent conflicts.

Anyone wishing to offer financial or practical help may contact him on 0181 205 1693.

OUR MEN IN AFRICA



● Finger on the pulse of Africa – Lt Cdr Ken Napier.

LIAISING with the Humanitarian Agencies in Central Africa following the turmoil in Rwanda is a small RN team from Permanent Joint HQ Northwood.

After the recce reported in December's *Navy News*, a joint service element was established in Entebbe, Uganda under the command of Cdr Ian Gibson. The officer liaising with the Humanitarian Agencies is Lt Cdr Ken Napier while Lt Col Steve Cox, RM has had a roving commission based in Kigali, Rwanda.

"An intensive four weeks saw the results of the recce flights being passed to the various agencies, ensuring that their support was channelled to those most in need and not wasted," Lt Cdr Napier told *Navy News*.

"For example, a large body of refugees unexpectedly on the move from a mountainous area in East Zaire was spotted and the information passed to the agencies in Goma and Rwanda. This allowed them to set up aid posts, food distribution, sanitation points and assistance to the refugees as they made their way home."

The element has had its HQ on the roof of the terminal buildings at Entebbe Airport, colocated with the United States, Canadian and some of the United States agencies.

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Support Services

Stormy start to a season east of Suez



HMS SOUTHAMPTON had a rough start to her seven month deployment in the Arabian Gulf, begun at the end of last year.

First passage to Gibraltar for fuel was hampered by storm force 10 conditions while crossing the Bay Of Biscay, which tested the hardiest of sailors. Here 80mph winds lashed the ship for 48 hours, ripping upper deck fixings from their mountings.

The Type 42 destroyer, first commissioned in 1981, held up well but had to effect minor repairs in Gib.

Once in the calmer waters of the Mediterranean she started a busy period of training, operating with many navies in the region including the French, Italian and Portuguese.

The international feel is set to continue with exercises programmed with many of the friendly Gulf navies, such as those of Kuwait, Qatar and Bahrain as well as with the US Navy and the Ocean Wave Task Force.

During the transit of the Suez Canal the ship's company threw down a 'Row the Suez' challenge to the other RN ships in the area to see which could 'row' the 162km distance in the shortest time using a standard Ergo rowing machine.

In the event 81 members of the crew rowed 2km each in a total time of 9 hrs 56 min – a feat narrowly beaten by HMS Invincible, who managed 9hrs 45 mins. The event raised several hundreds of pounds for charity.

Meanwhile 40 members of the

ship's company enjoyed an organised visit to Cairo and the pyramids, disembarking at Port Said and meeting the ship as she sailed out of the canal at Port Suez.

Gulf patrol duties began with brief visits to Bahrain and Dubai – where all 28 finalists of the Miss Sweden competition together with the current title holder Annika Duckmark visited the ship (see page 16).

Christmas was spent in Dubai and the celebrations included a carol concert with 300 guests including personnel from HMS Roebuck and RFA Bayleaf led by the D5 Squadron padre the Rev Ian Naylor.

Generosity

The expatriate community's generosity meant that most servicemen not on duty were invited into the homes of British families on Christmas Day to enjoy a traditional celebration.

The ship sailed from Dubai on January 2 and has since been on patrol with visits to Bahrain and Kuwait. She is due to return home to Portsmouth in June.

● *Stormy passage for HMS Southampton? Despite appearances, not in this picture – here she is seen carrying out anti-nuclear fall out "pre-wetting" trials on passage between Gibraltar and Soudha Bay.*

Requiem for ten Wrens

GLEN Heathers Care Home, Lee-on-Solent was scene of a moving tribute to Wrens killed in a tragic wartime accident.

During an air raid in 1940 the building, then the Mansfield Hotel used as accommodation for Wrens stationed at HMS Daedalus, was hit by a faulty anti-aircraft shell which exploded on impact Of 24 Wrens in the dining room for supper ten were killed and 13 injured, only one escaping uninjured.

Gosport Aviation Society obtained permission from the present owners to provide and dedicate a plaque to their memory.

The Chief Naval Officer Women Capt Pippa Duncan attended the unveiling – performed by the sole uninjured survivor Mrs Patricia Brookman (nee Fletcher) and another survivor, Mrs Patricia Dymott (nee Humphries).

Also present were two ex Fleet Air Arm men who had been duty emergency party on the night of the incident – one of whom, Ray Crawford, had lifted the latter out of the wrecked building.

Others attending included representatives of the Association of Wrens and its Slough/Windsor, Isle of Wight, Southampton and Portsmouth branches.

A service was conducted by the Rev Peter Sutton of St Faith's Church, venue of the funeral service in 1940.

Big Break star to host South Atlantic show

LADY FIELDHOUSE, widow of Admiral of the Fleet Lord Fieldhouse, will be principal guest at a Gosport event to commemorate the 15th anniversary of the end of the Falklands War. Lord Fieldhouse, when he was C-in-C Fleet, was the Royal Navy's chief planner in the campaign.

The civic event, to be held in the town's Falkland Gardens on Sunday, June 15, will follow a Saturday reunion at HMS Sultan which organisers expect will be attended by 7,000 or more veterans and family members from all Services involved in the war.

Former CPO D. J. (Smokey) Cole, a Falklands veteran himself, is organising the Sultan reunion. He told *Navy News* that comedian Jim Davidson had agreed to host the event, which is also expected to be attended by charity campaigner Simon Weston. Leading politicians will also be invited.

"The polo fields at Sultan will be lined with marquees, and each ship and unit will have a specific area in which veterans can meet up," said Mr Cole. He said there were plans to hold a short service in the afternoon, while entertainment involving celebrities would continue into the night.

Cost was not likely to exceed £20 per head. More information may be obtained by writing to Falklands



● Lord Fieldhouse of Gosport: his widow will attend the civic ceremony.

Reunion, PO Box 47, Gosport, Hants. PO13 0AR.

The civic ceremony the following day will be attended by the Royal Marines Band Portsmouth and a guard of 32 personnel from

HMS Sultan. Deputy Mayor of Gosport, Cllr Peter Edgar, said it was hoped that uniformed personnel from the other Armed Services would attend.

He said it was particularly appropriate that Gosport should stage the event as so many families and other well-wishers had crowded the town's shoreline to watch the Fleet depart and return, and so many of the bereaved families lived in the area.

□ Volunteers are being sought to embroider kneelers for the planned Falklands Memorial Chapel at Pangbourne, Berks. The public subscription for the chapel has so far raised a quarter of the £1.6 million needed, and work is expected to start soon.

The kneeler has been designed with the help of the Royal School of Needlework, and 500 are needed to equip the chapel. Alternatively, donations of £30 are being sought to buy kits for the needleworkers. Write to Mrs Angela Perry, Memorial Chapel Office, Pangbourne College, Pangbourne, Berks. RG8 8LA.

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BIATHLON TEAM ON TARGET FOR NEXT OLYMPICS

THE OLYMPIC hopes of Britain's biathlon team are riding high after a great performance at the Fourth World Cup Meeting in Oberhof in Germany.

Team Manager, Royal Marines Lt Tim David, said: "This aim season is to qualify at least two athletes for the 1998 Winter Olympics and to improve on last year's Nations Cup ranking."

And with Cpl Jason Sklenar (35 Engr Regt) already holding a qualifying result, it was left to Sgt Mike Dixon (35 Engr Regt) to pull out all the stops in the 10km sprint race at Oberhof to finish 31st in a world-class field of 103 skiers from 25 countries.

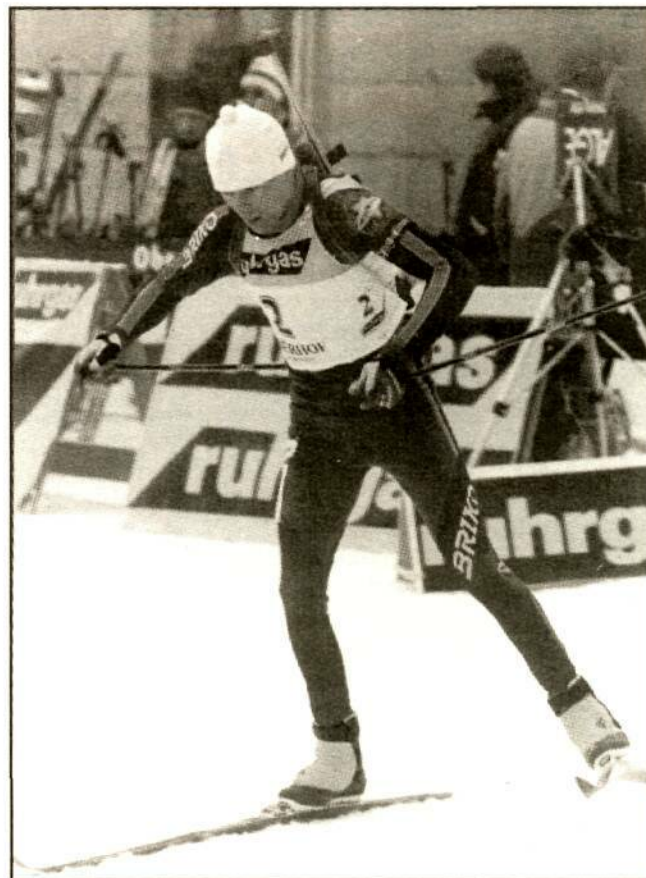
With eight Olympic medal winners were in his wake, his place at the 1998 Winter Olympics is secure.

Royal Marines Ceri Thomas (finishing 71st) and Craig Haslam (89th) enabled the team to maintain 19th place in the Nations Cup – an improvement on last year and ahead of both Switzerland and the USA.

The combined results also put Great Britain ahead of Poland and Canada in the race for the first time.

The top 60 finishers in the 10km sprint qualified for a new event in biathlon, a 12.5km pursuit race with four shots.

Sgt Dixon held his place until the 2.5km leg and with a clean shoot was ready to improve his position, when a bad fall broke his foot binding, damaged his rifle and left him dazed. He soldiered on but could only make 52nd.



● Mne Ceri Thomas in action at the World Cup in Oberhof

BOBSLEIGH DUO EXCEL

ROYAL Marines Lt Paul Attwood and Mne Lee Johnston are definitely on the fast track in the world of bobsleigh.

The duo from CTCRM only took up the sport last season but won the bronze medal in the British two-man championships at Winterberg, Germany.

They finished ahead of fourteen other teams to produce the best result for the RN/RM in the competition's history.

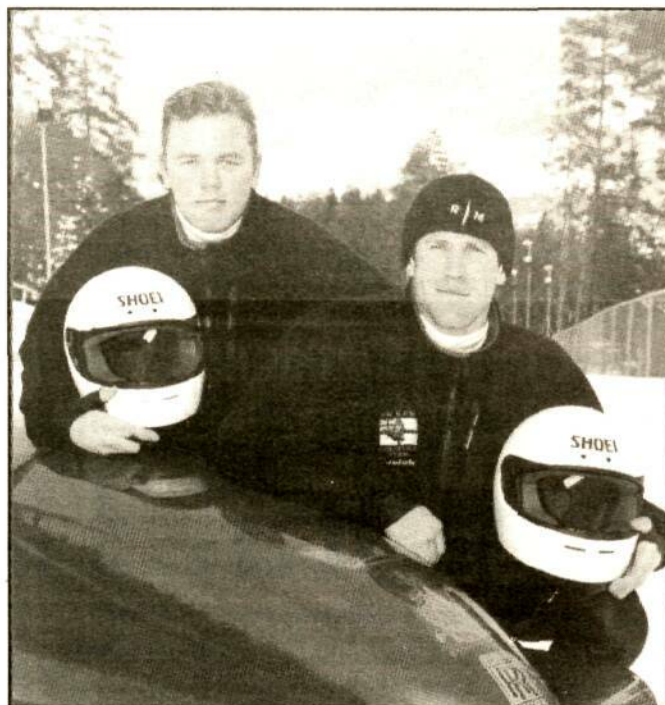
Their success has already led them on to even greater things.

World Cup

Lt Attwood has been selected as the brakeman of GB2 in the World Cup Team and is expected to compete in the World Cup Championships and on the new Olympic track at Nagano, Japan.

And Mne Johnston has been chosen to drive GB1 in the Europa Cup Team for two races in Italy and Austria.

They will be reunited again for the Interservices championships at St Moritz later this month.



● Fast Track: Mne Lee Johnston (left) and Lt Paul Attwood RM

Atkin Cup is recaptured

ROYAL Navy personnel at JS Northwood ended a five year run of defeat at the hands of the Royal Marines with a victory in the Atkin Cup rugby match.

The game started with a try from the Royals in the first two minutes but the RN fought back and finished the first half just three points behind at 14-17.

In the second half the RN turned the game around with three tries and two conversions to win 33-17.

Man of the match was Naval Airman Tommo Tompson, whose performance at scrum half was decisive.

The cup was presented to the team captain, Lt Mark Smith, by Captain Richard Strange, Commanding Officer of HMS Warrior.

The Atkin Cup was inaugurated in 1989 in honour of Marine Paul Atkin, a previously fit and healthy player who died of heart failure soon after scoring a try in such a match.



● Lt Cdr Chris Lade goes in for the tackle on Mne Dan Leader in the first half of the Atkin Cup game held at Merchant Taylors Sportsground. Picture: HMS Warrior Photographic Unit

Lanzarote suits Navy runners

ONE OF the Navy's top runners, Gary Gerrard of RMR Bristol, won the overall prize in the Canary Island Lanzarote Challenge.

The four-day event involved daily races over different surfaces and Gerrard's team of Royal Marines included Chris Ray, Paul Timmons and Colby Kneale, all from CTCRM.

The first race was a 10.3km road run where Gerrard came 2nd behind a local Spaniard. The second was a tough, 8.9km hill race over dirt tracks where he again came second, this time behind a fellow Briton.

The third race was a 5km beach race on soft and hard sand where Gerrard had things very much his own way and won easily, much to the amusement of holidaymakers.

Gerrard went into the final event, a 23km trans-island race, with a 2.5minute average overall and managed to win another closely contested race with yet another Brit.

The results gave Gerrard a fine win in the individual series with a

lead of 3.5minutes. Kneale came fourth with Ray 5th and Timmons 14th – a comfortable team victory for the Royal Marines. A well-earned piece of volcanic rock was their prize.

Cross country

Navy athletes had a busy time over the festive season with several competing in their respective cross country county championships.

In Hampshire, Lt Cdr Dai Roberts ran a fine race at Havant to finish seventh, with Jim Donnelly 19th, Simon Sheard 28th and Taff John 42nd. In the Cornwall championships at St Austell, Andy Caldwell came 12th while in the Devon event at Exeter, Bob Chapman came 17th and was the first veteran in both the over 45 and 50 categories!

The fourth Hampshire league race was held on the freezing morning of January 4 at Fawley where the course was three laps of solid mud and ice.

Jim Donnelly got off to a flying start but slipped back as the race progressed to finish a creditable 27th, with Taff John 37th and Simon Sheard 48th, with the team seventh overall.

On January 5 at Bideford, North Devon, Bob Chapman came 24th in the Westward Winter League and on the same day Lt Ginge Gough was fourth in the Stubbington 10km road race and first veteran, while Dai Roberts came in eighth.

Wrens take indoor title

THE WRENS Indoor Hockey team from HMS Illustrious won the Fleet Trophy at the interestab-lishment tournament at HMS Nelson.

The team also reached the final of the overall competition, probably the first time a ship's team has reached a Wrens' inter-establishment final.

In brief

RU knockout to be staged

THE ROYAL Navy Rugby Union Hogg Robinson seven-a-side knockout will be held at HMS Collingwood on Wednesday March 19.

The competition will take the form of a league system with the top teams from each league going on to the next stage.

Teams must have a maximum squad of 12 and can nominate any nine for each match.

All establishments, ships and RM units are encouraged to take part. To enter, send a cheque for £15 (made payable to Royal Navy Rugby Union) to CPOPT Dave Wakefield, PT Office, HMS Nelson, Portsmouth PO1 3HH by Wednesday March 12.

Golfers tee off for KGFS

MORE THAN 30 Navy golfers turned out for a charity challenge in aid of King George's Fund For Sailors.

The event was hosted by the Cams Hall Estate Golf Club near Fareham, Hampshire, and raised £220.

Prizes were donated by Mr Alan Booth of Leigh on Sea, Essex, who also presented £50 to KGFS Director of Finance, Mr John Sharpe, on behalf of Rayleigh RNA.

Commander Peter Jones was voted 'Bandit of the Day.' The overall winner was Captain Tim Barton. Prizes were presented by Rear Admiral John McAnally.

Fierce row on the Avon

IN A FIERCELY contested head of the river race along the Avon the Bath Naval Rowing Club coxless pair finished second, just nine seconds behind the winners.

Cdr Andy Mathews (DNM) and Lt Cdr Peter Gilbert (DGSS) have been training together for the past year, becoming a familiar sight on the River at Bath on Sunday mornings.

The contact for personnel interested in rowing at Bath or Bristol is now Lt Giulian Hill who can be reached on Foxhill extension 83578.

Challenge to river racers

CANOEISTS and kayakers are invited to enter the 50th Devizes to Westminster race on Good Friday – March 28.

The event starts at Devizes Wharf and is one of the most prestigious marathon canoeing events in the UK, requiring determination and endurance.

The course covers 54 miles with 56 locks to be portaged and one tunnel on the Kennet and Avon Canal to Reading, then 54 miles and 20 locks on the River Thames to Teddington, and a final 17 miles on the tidal Thames to Westminster.

There are classes for senior and junior (15 to 18) double and singles. For details, contact Mrs J Begent at Boscombe Forge, Bookham, Surrey KT23 3JG or telephone 0171 401 8266.

MARINES TAKE COMMAND IN THE ALPS

VALLOIRE
1997

THE ROYAL Marines fought off all comers to become 1997 Navy Alpine Ski Champions at the french resort of Valloire.

Led by Cpl Ross Barbour and benefiting from the outstanding form of Mne Jimmy Gent, the Royals resisted constant pressure from NAC to win all three Command races - the slalom, giant slalom and super giant slalom.

HMS Nelson put up the stiffest opposition to the Royals in the major ships and establishment events, but CTCRM, with command skiers Barbour and CSgt Dave O'Connor, veteran WO Ged 'the shed' Stone and Sgt Stu Gibson, proved too strong for last year's winners.

Navy Squad Captain Lt Jeff Choat led 750 NAS to victory in the minor establishment slalom



● **RM Ski Team Captain, Cpl Ross Barbour (CTCRM)**

and giant slalom, forcing RMR Bristol into second in both races and preventing a clean sweep for the Royal Marines.

Lt Choat, with fastest times in every race except the Super G where Ross Barbour was 0.6 of a second ahead, retained his title as

Men's Overall Champion with Mne Jimmy Gent runner up.

HMS Nelson's highly experienced POWPT Carol Strong was Overall Women's Champion with Navy squad team mate Lt Liz Bunn a close second.

But the rising star of women's skiing was clearly Glasgow URNU's Advanced level competitor Mid Trish Kohn who's 42.79 second run in the individual GS made her the fastest woman of any category and quicker than many Expert Men.

HMS Iron Duke's trio of LPT Val Branagan, LMEM Ada Harvey and CPOMEA Tex Rutter carried off the Fleet Prize for best ship.

Retiring RNWSA Chairman, Captain Robin Kerr enlisted his daughter Bryony, former Chairman Capt John Castle and former Secretary Capt Gordon Wilson to win the Club Team title in his last race for the Navy. He hands over to Captain Chris Clayton, Commanding Officer of HMS Chatham, in November.

This year's championships attracted a record number of entries with over 500 skiers registered for the event.

Racing conditions were ideal on the north-facing Rouge de la Setaz race piste, and good weather and hard work by the RNWSA committee under Lt Cdr Richard Ellis led Chief of the Race Lt Cdr Duncan Reid to describe the progress of the racing as 'frighteningly smooth.'

Record numbers

Demands on the RN's team of instructors also reached record levels and with the extension tuition to include race training, almost 250 people took advantage of their services.

And with so many new skiers going through the system and even greater financial support pledged for 1998 by the championship's major sponsor Christchurch Insurance, the event's future looks brighter than ever.

Bringing the championships to a close, RNWSA President Rear Admiral John Trewby said: "This



● **Outstanding: Mne Jimmy Gent, member of the winning Royal Marines team and runner up in the Men's Overall Champion Trophy.**

week has been an outstanding success.

"The weather, the snow, the skiing and the camaraderie have all been fabulous and we are all deeply indebted to our chairman, the committee, the officials and the trainers for their unstinting hard work to make it such a success."

"But it is the people taking part that have made these championships so extraordinarily worthwhile...and it is very encouraging to see such large numbers participating."

The RNWSA Alpine Ski Championships relies on the generosity of its sponsors and the organisers would like to thank Christchurch Insurance, Woods Car Rental, SkiWorld Special Events, Spyder, DNPTS, the resort of Valloire and the Ecole du Ski for their continuing support..

Next month: a full report from February's Interservice Championships in St Moritz.



● **Captain J Rowland (RMR Bristol) in the individual giant slalom.**

Boarders flying high



SNOWBOARDING made its second appearance as an exhibition event at this year's championships.

A winding course with raised ramps and obstacles faced competitors in round one while round two was judged on the highest vertical height achieved from a table top jump, with additional points for take-off and landing style.

Overall champion was HMS Gannett's Steve Gardiner who walked away with the top prize of a snowboard from Oxbow, with two Fat Face snowboard suits going to the runners-up.

Results in full

Christchurch Insurance Cup for Intercommand Champions, **The Royal Marines**, runners-up, **Naval Air Command**.

The President's Cup for Command GS, **The Royal Marines**, runners-up, **Naval Air Command**.

St Vincent Cup for Command Super G **The Royal Marines**, runners-up, **Naval Air Command**.

The Trevor Jones Shield for Command Slalom, **The Royal Marines**, runners-up, **Naval Air Command**.

The Chairman's Bowl for Major A Team GS **CTCRM**, runner-up **HMS Nelson**.

The SkiWorld Bowl for Minor A Team GS **750 NAS**, runner-up



● **Overall Champion: Lt Jeff Choat of 750 NAS**

RMR Bristol.

The Tait Tankard for Major A Team Slalom **CTCRM**, runner-up **HMS Nelson**.

Du Pon Trophy for Minor A Team Slalom **750 NAS**, runner-up **RMR Bristol**.

Major B Team GS Tankard **HMS Nelson**, runner-up **CTCRM**.



● **Ladies Champion, POWPT Carol Strong, HMS Nelson**

Fleet Trophy, **HMS Iron Duke**, runner-up **HMS invincible**.

RNWSA Club Team Award, **Chairman's Choice**.

Expert Individual GS Men **Lt Jeff Choat (750 NAS)** Women **POWPT Carol Strong (HMS Nelson)**.

Non-expert awards: Overall Men **Captain J Rowland RMR Bristol**



● **Fleet Trophy, (and top hat award) HMS Iron Duke**

(Andrew Baird Salver) Women Lt Kate Lewis (Women's combined event salver.)

Advanced Individual GS Men **Captain J Rowland (RMR Bristol)** Women **Trish Kohn (Glasgow U.R.N.U.)**.

Upper Int GS Men **Cpl Heath Wilcox (CDO LOGS RM)** Women

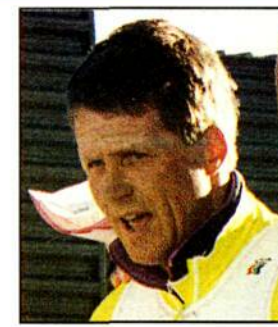


● **RNWSA Chairman Capt Robin Kerr led the winning Club Team**

Lt Antonia Simpson (Scotland) Lower Int GS Men **Lt Fraser Smith (RM)** Women **Miss Julie Freeman**.

Basic Individual GS Men **S/Lt Peter Whitehead 814 NAS** Women **Lt Francesca Todd (DNR OUTPORTS)**.

Super Veteran **Lt Cdr Keith**



● **Veteran Men winner, WO Ged Stone (CTCRM)**

Terrill (750 NAS) Veteran Men **WO Ged Stone (CTCRM)** Women **Sue Millward**.

Novice Men **Sgt Robert Skinner** Women **MS Helen Tremlett**.

Beginner Men **POWEA James Edwards** Women **Mid Suzie Kenwright** Juniors **Timothy and Stephanie Patterson**.

New yacht for Golden Jubilee

CONTROVERSY continued to surround HMV Britannia as she set off on her last planned major deployment to the Far East last month.

Four days after her departure from Portsmouth Defence Secretary Michael Portillo told the Commons that a new £60m yacht would be ready for the Queen's Golden Jubilee in 2002 – and that Britannia would be scrapped unless she could be kept in the best condition and with a "suitably prestigious" role.

"The Yacht will be crewed by the Royal Navy and fly the White Ensign," he said.

"It will be designed to exhibit an enduring level of style, elegance and dignity appropriate to its role, and should act as a showcase for Britain's design and engineering skills."

Running costs would be accounted for by the Ministry of Defence.

But Labour defence spokesman David Clark complained that the Opposition had not been consulted and objected to plans to finance the project from public funds. If elected, it could not guarantee that it would be completed as planned.

Meanwhile Britannia's last bow on the world stage was set to capture headlines in its own right.

She is not part of Ocean Wave 97, but her programme is linked to the main task group which sailed a week before her.

She is scheduled to be in Hong Kong with the Prince of Wales for the handover in June, accompanied by the Type 22 frigate HMS Chatham and the Landing Ship

Logistic RFA Sir Percivale.

Commodore Tony Morrow, Commodore Royal Yacht, told Navy News he already had 83 appointments "of a commercial nature" during the deployment.

"This is perhaps one of Britannia's most ambitious programmes ever," he said. "There has been a huge demand from our commercial interests abroad, from high commissions and embassies along the way."

Two new military transport ships are to be built or otherwise acquired by the Ministry of Defence to provide added strategic 'lift' capability for the Joint Rapid Deployment Force.

The ships, of 25,000 tonnes each, with a range of 5,000 miles and an endurance of at least 30 days, must be capable of embarking vehicles including tanks. They are likely to be manned by Royal Fleet Auxiliary personnel, although no final decision has yet been taken.

MOD is looking at three options for provision of the ships – new build, the purchase or lease of existing vessels, or a private finance initiative through which companies would be encouraged to submit innovative solutions to meet the need.

Acquisition of the new ships would provide a long-term answer to the JRDF's sea transport needs. At present they are being met in the short-term by the charter of the roll-on roll-off ferry Sea Crusader manned by the RFA.



DOUBLE EDGED SWORDS

THE PRINCE of Wales, seen inspecting HMS Invincible's guard on board HMS Illustrious, presented both ships with the Wilkinson Sword of Peace at Portsmouth last month. The unique double distinction – as exclusively reported in *Navy News* last October – marked the carriers' 1995 contribution to restoring order to the former Yugoslavia. "The men and women of these aircraft carriers made a valuable contribution towards fostering peace... by demonstrating that the Royal Navy is both resourceful and committed, yet has a human face," read the citation.

Standing room only in Guz

HMS BULLDOG has taken over as flagship of the NATO Standing Naval Force Channel – the first time the job has fallen to a coastal survey vessel.

And uniquely two NATO Forces were in Devonport at the same time last month.

Soon after four STANAVFORCHAN ships sailed in to join her (HMS Cattistock, HMNL Delfzijl, BNS Lobelia and FGS Auerbach), the Standing Naval Force Atlantic's HNLMS van Nes, USS Aubrey Fitch, HMCS Fredericton and FGS Rommel joined HMS Cornwall, the fifth ship of the Force there.

Not only that, both NATO Forces were alongside on the 29th anniversary of the formation of the STANAVFORLANT in 1968 – for 15 minutes anyway, before STANAVFORCHAN sailed north

for exercises.

HMS Herald sailed for the Far East on the same day. She will join up with the Ocean Wave 97 deployment later in the year.

STANAVFORLANT remained alongside to celebrate the 29th Change of Command ceremony, when command of the Force was handed over from the UK to the Netherlands.

The NATO ships from the Netherlands, United States, Canada, Germany and Belgium were not the only foreign visitors to the base – the Turkish frigate Orucreis and submarine Sakarya along with the German U-19 were undergoing training with the Devonport-based Flag Officer Sea Training organisation.

Missiles taken out

SMALL numbers of Sidewinder air-to-air missiles used by Sea Harriers and RAF aircraft have been withdrawn from service after cracks were discovered in their warheads.

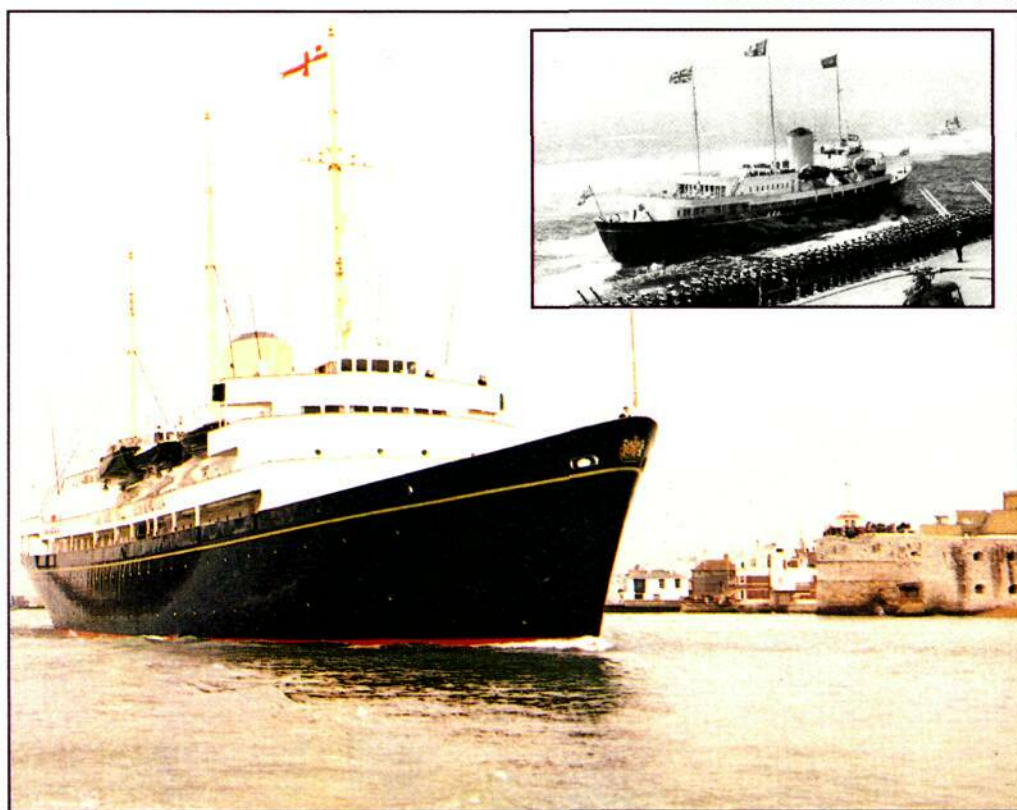
The Ministry of Defence said the faulty missiles have had no effect on combat capability. The American-designed Sidewinder AIM-9L has been in Service since before the Falklands war and is now being replaced in Royal Navy service by the more advanced AMRAAM missile.

Peacocks may go to Philippines

THE PHILIPPINES Government has asked to buy the three RN patrol craft of the Hong Kong Squadron.

The Hong Kong Government, which funded 75 per cent of their costs, will also get 75 per cent of the sale revenue.

HMS Peacock, Plover and Starling will remain on duty in Hong Kong waters up to the handover on June 30. Two other ships of the class, Swallow and Swift, were sold to the Irish Navy in 1988.



● **SWANSONG FOR HMY:** the Britannia leaves Portsmouth on her final major voyage. She will be used as a base for the Prince of Wales on his official visits to Kuwait, Bahrain, Qatar and during the ceremonies in Hong Kong in June when the territory is handed back to China. She returns to the UK in early August. Picture: LA(PHOT) Craig Leask

● **INSET, 40 YEARS AGO LAST MONTH:** Britannia passes the carrier HMS Eagle.

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